

READER'S CHOICE - VOTE FOR A CHANCE TO WIN!



THE CONTENDERS
REVEALED!

two wheels

www.twowheels.com.au

and scooter

+

**FAMILY
AFFAIR
TAKING
ON THE
SALT
FLATS!**

**TOP
SHELF
SAFETY
DRAGGIN'
JEANS**

**CUSTOM
APRILIA
RSV!**



**BMW
BEASTS!
S1000RR
+ R1200RS
STEVE MARTIN
& ROLAND
BROWN
RIDE &
REVIEW**

FULLY



VICTORY

CHARGED!

**WHAT'S IT LIKE RIDING THE WORLD'S LATEST
STREET-LEGAL ELECTRIC BIKE?**



06

12/15
A\$9.95
(inc. GST)
NZ \$9.99
(inc. GST)

7 82330 01848 0

Bull-it
jeans



TAKING IT TO THE
NEXT LEVEL

SR4 SLATE

- 50% internal cover of Covec impact abrasion resistance layer.
- Tested to 4 seconds Impact Abrasion Resistance on EN13595-1.
- Covec thermal barrier inside – prevents heat transfer from road friction.
- Knee & Hip armour pockets for optional CE 1621 approved protectors.
- 12 oz Slate Denim, 2% Stretch
- 98% cotton outer.
- Traditional 5 pocket design.
- Water repellent finish.
- \$199.95 RRP INC. GST

JEANS AS
STRONG AS LEATHER

POWERED BY
covec
MATERIALS FOR LIFE

Distributed By Cassons Pty Ltd AUSTRALIA - P: +61(0)2 8882 1900 F: +61(0)2 8882 1999
E: enquiries@cassons.com.au - W: www.cassons.com.au

RJAYS SUMMER GLOVES



FINGERLESS
\$19.95 rrp inc. GST

FOR OUR FULL RANGE OF
COLOURS AND SIZES
PLEASE VISIT OUR WEBSITE
WWW.RJAYS.COM.AU



DAYTONA
\$29.95 rrp inc. GST



SUMMER II
\$49.95 rrp inc. GST



BANDIT
\$59.95 rrp inc. GST



JETSTREAM III
\$59.95 rrp inc. GST



VIOLA II
\$69.95 rrp inc. GST



PURSUIT III
\$74.95 rrp inc. GST



SPORTAIR III
\$74.95 rrp inc. GST



EXPRESS
\$69.95 rrp inc. GST



DIAMOND II
\$74.95 rrp inc. GST



CANYON
\$69.95 rrp inc. GST



SHORT COBRA II
\$84.95 rrp inc. GST



LONG COBRA II
\$99.95 rrp inc. GST

FEATURES KEY



Genuine
Leather



Fingerless



Dual Layered
Palm



Dual
Stitching



Female
Sizes



Reflective
Material



Knuckle
Protection



Perforated for
Ventilation



Stretch
Panels



Male
Sizes

Distributed by Cassons Pty Ltd AUSTRALIA
P: +61(0)2 8882 1900 |
F: +61(0)2 8882 1999
E: enquiries@cassons.com.au
W: www.cassons.com.au

NEW ZEALAND Northern Accessories Ltd
E: sales@northacc.co.nz - W: www.northern.co.nz

FB 800



70TH

ANNIVERSARY
1945-2013

STATE OF THE ART MOTORCYCLES BEGIN HERE
mvagusta.com.au

EAS - ELECTRONIC ASSISTED SHIFT | MVICS - MOTOR & VEHICLE INTEGRATED CONTROL SYSTEM | ABS - ANTILOCK BRAKE SYSTEM (BOSCH 9 PLUS RACE MODE) | TCS - TRACTION CONTROL SYSTEM (8 LEVELS) | RLM - REAR LIFT MITIGATION | CRC - COUNTER ROTATING CRANKSHAFT | 4 RIDE MODES - ENGINE MAPPING

THE NEXT LEVEL IN TECHNOLOGY

EAS - MVICS - ABS BOSCH 9 - TCS (8)
RLM - CRC - 4 RIDE MODES



\$21,390

RIDEAWAY

2 YEAR WARRANTY + 2 YEAR ROADSIDE ASSIST



Motorcycle Art

EDITORIAL
Isn't it time
something
changed?

HIGHWAY ROBBERY

So where do our taxes actually get allocated?

Living and working in Australia, it's obvious we all pay our fair share of taxes, with less emphasis on the word 'fair'. To be honest, we pay so many different taxes that if every page in this magazine was dedicated to listing them, we still wouldn't have enough room. And when you start to work out just how much you've already given the government in taxes over the duration of your working life, it's downright frightening.

In light of this I don't think it's unreasonable to expect the roads we ride on every day to be maintained to a point where they are actually safe for motorcycles. You just have to take a ride around town to see the 'quick fixes' the various councils carry out on road repairs. I don't know how many potholes I've seen supposedly repaired only to see them just as bad if not worse the very next day. If that isn't frustrating enough, what about the idiotic solution they have to patching up the roads by using filler in the cracks? Ever ridden over it in the rain, even worse if you're cranking through a corner? Well, it may not affect a car driving over it, but it's a completely different situation on a motorcycle.

Yet when the politicians are presented with the question of deteriorating roads, they claim that all the available funds are already being spent on road maintenance

around the country. Come on...do they seriously expect us to believe that? Especially considering they're more than happy to continuously take all our rising registration costs and fuel taxes!

Remember back in 1989 when NSW introduced a new 3X3 tax? Basically it was set up so 3c per/ltr for three years would be reinvested into road maintenance. It lasted until the year 2000, and by that time it was clear the money wasn't being exclusively used for the roads like initially promised. Following this in 2001, the government then scrapped the fuel indexation (yet another tax), which even the Greens thought was a mistake. The reintroduction of the excise in 2014 was reported to add 50c per week to the average family's budget, which might not sound like much, but it all adds up, with the government receiving about 40c per/ltr. But yet again, just like over a decade ago, the funds didn't seem to make their way back to improving the condition of the roads.

Don't even get me started on Motorways around our major cities. Living in Sydney, if I was to use the M7 each day, which granted would provide a much quicker trip to work, it would cost me almost \$75 over a week in tolls. So where is all that money being spent? Sure the cost of motorways may not affect you if you happen to live out of town, but be honest, when was the last time you saw some significant roadworks near your place? On a recent ride up the Pacific Highway, I was continuously stopped by roadworks, although the majority of it was to clear fallen rocks or cut back fallen trees. Don't get me wrong, I know this is important and provides extra safety, but what about the damage to the roads left behind once it's all cleared away? I will say this though, when riding out in the country, you can definitely see when you're passing a politician's house, because amazingly the road gets a lot smoother with freshly laid bitumen for a few kilometres before returning to the usual goat's track. Come on! Why not just maintain the entire stretch, even if it does take a little relocation of all the billions the government seem to be so good at mispending.

If they keep this up, it won't be long before

we see someone just like the man from Manchester, England taking stand. Frustrated by the number of potholes on the city streets, the man who calls himself 'Wanksy' discovered a very bizarre way of getting attention, which was simply achieved by drawing penises with industrial chalk around every pothole he came across. It may be going to extreme measures, but the eyesores did expedite the filling process. Apparently after claiming that by sketching something amusing around the potholes and drawing attention to them, they were either reported or fixed. The local council, unsurprisingly, ensures that it was both unnecessary and obscene, claiming the drawing of penises would not get a pothole fixed any faster than usual. Although isn't it funny that they are being filled, at an alarmingly fast rate too. Hopefully it won't come to the need for a 'Balls Out' approach like this in Australia, but nonetheless, it does get you thinking, especially if they continue to neglect the promises they regularly make to get voted into power. Just imagine the size of the penis on Parramatta Road!

Alright, time to get off my high-horse and go pay some more taxes...

In the meantime, we've got a great issue for you this month, and it's hard to believe another year has almost roared past, which means it's again time for the QBE Two Wheels Bike of the Year! And if you missed the information regarding the Reader's Choice competition which started last issue, don't fret, because you've still got time to log on to the website and register your vote which places you in the running to win some great prizes thanks to Ficeda Accessories, Draggin Jeans and United Tools. We've got a great mix of motorcycles too, from sports bikes to adventure bikes and everything in between, which is why it's good to know we've locked in Kevin Magee and Steve Martin along with a host of other experienced riders to test the bikes in the upcoming three day test. So check out the preview on pages 29-32 this issue, log on to the website and put yourself in the running to win! ■

Miles Rangeley

This is one way to get a pothole fixed...



Bad road surfaces can catch you out very quickly...



1190 ADVENTURE SPORTY EXPLORATION

Get some excitement on your road to adventure with the KTM 1190 ADVENTURE. Experience pure exhilaration as you power swiftly ahead on the sportiest Travel Enduro bike around.

- » More power - 150HP (110kw)
- » Long service intervals - 15,000kms
- » Full electronics assistance packages
 - (MSC, ABS and MTC) as standard
- » Motorcycle Stability Control
 - Lean-sensitive traction control
- » Managed Traction Control
- » Bosch 9ME C-ABS
- » Brembo brakes
- » Multi-function cockpit
- » Mode switch
- » Daytime LED
- » 212kg Dry weight
- » 21 Inch front wheel
- » Wire wheels standard
- » Adjustable ergonomics
- » Adjustable windshield
- » WP Steering damper
- » LED indicators
- » Large 23L tank

RIDE MODES

RIDE (MTC + ENGINE OUTPUT)



MTC / TRACTION CONTROL



ABS



KTM





052



010



058



070



CONTENTS DECEMBER 2015

- 10** Bike Launch – BMW R1200RS
- 18** Ignition
- 22** In Gear
- 26** Kerr
- 30** QBE Bike of the Year Preview
- 36** Special Feature – Salt Racing
- 44** Bike Launch – Victory Empulse TT
- 52** Bike Test – BMW S1000RR
- 58** Custom Corner – Aprilia Tuono
- 64** Workshop – Draggin' Jeans
- 70** Bike Test – Aprilia Shiver
- 74** Two Wheels Shed
- 78** Modern Classics
- 82** Cox Report
- 88** On Any Sunday
- 90** Memory Lane
- 92** Scooter – Suzuki Burgman 650
- 96** Jonesy
- 98** Chain Mail



044

1299 PANIGALE



The Apex of Performance

Advanced 205hp engine. Light weight of 166.5kg (dry). The 1299 Panigale has become a new benchmark.

2015 Ducati Superbike family:

1299 PANIGALE **1299 PANIGALE S** **PANIGALE R**



Recommended

Powered by



ducati.com.au

2-Year / Unlimited Kilometre Warranty.
2-Year / 24 Hour Ducati Rider Assist.
24,000km Desmo Service Intervals.



BIKE LAUNCH
BMW R1200RS



RS REVIVAL

Feature by Roland Brown Photos by Daniel Kraus, James Wright and Jason Critchell

The new
R1200RS
sets out
to revive a
tradition that
began back
in the mid-
seventies...

There's more than one reason why riding the brand new R1200RS on the road that winds along the spectacular, Mediterranean-fringed road from Mojácar to Carboneras in the south of Spain seems so familiar. It's partly that I've ridden the route before, because bikes including BMW's own R nineT and R1200RT have been launched here in recent years.

But mostly it's down to the bike. These days BMW's fast-expanding range includes everything from parallel twins and super-sports fours to six-cylinder tourers. But not so long ago the firm's image was very different, and its most exciting model was frequently a sports-tourer with shaft final drive, a decent amount of long-distance ability and the initials RS on its sides.

The R1200RS has been created to revive that RS tradition, which dates right back to the 1976-model R100RS, with its ground-breaking, wind-tunnel developed full fairing. And the new boxer is also a perfect example of modern platform engineering, because it's essentially the recently released R1200R with the addition of a half-fairing. Or alternatively that naked model is a stripped-down version of the RS, because the two models were developed together.

The engine is even more widely shared, because it's the 1170cc, liquid-

cooled boxer unit that was introduced two years ago in the R1200GS, and also powers the RT. Like those models the RS has a maximum output of 125bhp at 7750rpm, and its dohc, eight-valve engine follows the R-model's by producing slightly more low-rev torque, due to its different airbox and silencer.

Most chassis parts are also shared between the R1200R and RS, including the tubular steel frame, Paralever single-sided rear end, and a pair of 45mm, upside-down telescopic forks in place of the old R1150RS's Telelever set-up. Like the R1200R, it also comes with advanced electronics including multiple engine modes, optional Dynamic ESA electronic suspension, quick-shifter, traction control and plenty more.

Also like the R1200R, in many markets it's available in three models, of which the most expensive is likely to be the most popular. Alongside the standard RS, which comes with two riding modes, ABS and basic ASC traction control, is a Sport model that has the more refined DTC traction control, and adds two extra riding modes plus a quick-shifter, heated grips, running light, tyre pressure warning and LED indicators. The top-spec R1200RS Sport SE adds Dynamic ESA, cruise control, centre-stand, chrome exhaust, luggage rack and the wiring for GPS.

BIKE LAUNCH

BMW R1200RS

All three models share the sharply shaped half-fairing, which incorporates a smallish screen that can be manually adjusted between two positions, by pulling up or pushing down to rotate it on a couple of metal arms. The handlebar is a sort of upside-down W and is almost flat, so the riding position is quite sporty. But it's far from a race-replica crouch, and the moderately rearset footrests give a respectable amount of legroom.

There's a fruity crack to the exhaust note, and after leaving the launch hotel at Mojácar the RS didn't take long to show that it's quick enough to live up to those initials. The

liquid-cooled dohc boxer lump is a torquey and smooth-revving engine, with enough instant urge to give a kick in the back, and a smooth, rev-happy feel that gave plenty of encouragement to get the analogue speedo's needle moving round the dial.

As standard the RS comes with two riding modes, Road and a softer Rain, but the launch bikes were mostly Sport and Sport SE models, so fitted with the Pro option that adds a sharper Dynamic plus a programmable Custom mode. As with the R1200R, I found that there wasn't much difference between the main two modes, and that Dynamic was

sufficiently smooth that I'd have been quite happy to stick with that, and struggled to tell which mode I was in without looking.

Most of the bikes were also fitted with the Gear Shift Assistant Pro quick-shifter, which works in both directions and I thought was well worthwhile. The change from first to second was occasionally slightly jerky, especially when I changed up early (when it was better to use the clutch), but most of the time I enjoyed being able to flick smoothly and effortlessly through the box with a tap of my left boot; and also to make clutchless down-shifts, with the bike adding a well-timed and tuneful blip of throttle.

THIS BIKE IS A BMW SO INEVITABLY COMES WITH A LONG LIST OF OPTIONS AND ACCESSORIES, RANGING FROM A KEYLESS IGNITION SYSTEM TO BILLET ALUMINIUM CONTROL LEVERS AND A CARBON-FIBRE AKRAPOVIC EXHAUST CAN





The engine's midrange grunt helped make the RS quick and easy to ride on the twisty, mostly smooth-surfaced and near-deserted launch route. A couple of riders mentioned a glitch at around 5000rpm, and the torque curve shows a couple of slight dips around there. But I wasn't worried by that, and found the boxer impressively flexible and happy to pull from low down right through to the 7750rpm power peak and beyond. The respectably long-legged engine was well at home on the faster stretches, too, including the motorway, where the easily activated cruise control would be useful on a longer ride.

I was reasonably but not totally impressed by the bike's wind protection, which was welcome but didn't match the state-of-the-art performance of that old R100RS, or for that matter this bike's close relation the R1200RT. On a mild, blustery day it didn't matter that the rider's hands aren't fully protected (the heated grips would have helped if necessary), though that would have been more annoying in bad weather.

The screen diverted the breeze sufficiently well to allow effortless high-speed cruising, but the range of adjustment is only 60mm, and using it – which is very easily done, while stationary or riding slowly – did nothing to reduce the noisy turbulence that would have become tiresome on a longer trip. It seems a shame that, having taken the trouble to develop an ingeniously simple system, BMW

made the range of adjustment so small. (Our eight-rider group varied in height by roughly 200mm, even if you exclude the 2m-tall former pro volleyball player).

Wind noise was rarely an issue on the mostly twisty launch route, where the BMW's sweet handling helped make it a lot of fun. The bike was respectably agile, bearing in mind that it has shaft final drive, a rangy 1530mm wheelbase, and a fairly substantial road-ready weight of 236kg. I was never under any illusions that it was a sports bike but it carved through the bends at a decent pace, feeling very stable and making good use of its good ground clearance, powerful Brembo radial four-pot calipers, and the grip of its Metzeler Z8 tyres.

Steering was on the steady side as standard, not surprisingly given that the laid-back geometry kicks out the forks at almost 28 degrees. But the RS felt notably sharper with its rear preload increased to the pillion setting, which can be done (on the Dynamic ESA equipped model) by pressing a button on the left bar while stationary.

There wasn't a huge difference between the suspension damping settings. As with the engine, I could hardly tell whether the bike was in the standard Road or slightly sportier Dynamic. Ride quality was pretty good in either, though one bumpy section of road made me think that the softer Road mode could usefully be made more compliant still.



BIKE LAUNCH

BMW R1200RS



Changing between the various modes was simple, and most of the launch bikes also had a Garmin satnav that could be controlled via the bike's excellent click-wheel on the left bar. The digital display has plenty of info, and can be toggled between three views. But I found the monochrome display's figures too small to be easily read, especially in bright sunlight when the shiny aluminium handlebar was reflected in the screen. Riders of normal height or below didn't have that problem but it was a surprising one all the same.

Practicality is otherwise pretty good, though the 18-litre capacity seems less than generous for a sports-tourer, given that fairly hard riding took fuel consumption above 7l/100km, for a realistic range of about 250km. If you're gentle you'll manage nearer 5.5l/100km and 300km-plus,

but I'd have thought that a tank capacity nearer the R1200RT's 25 litres would have been more appropriate for a bike like this. Maybe that's one drawback of sharing so much with the R1200R.

The seat was comfortable on our less-than-demanding ride, had plenty of room for a pillion (who gets hefty grab-handles), and can be swapped for a higher or lower version at no extra charge. The four options range from 840mm to 760mm, which should be enough for almost anyone, although an adjustable seat would arguably be better, especially at resale time. I found the standard seat gave adequate legroom, despite being very tall, but might be glad of the higher option on a longer trip, though that would make the screen seem shorter still.

This bike is a BMW so inevitably comes with a long list of options and accessories, ranging from a keyless ignition system to billet aluminium control levers and a carbon-fibre Akrapovic exhaust can. The most popular extras are likely to be the panniers and top-box that would make it a useful tourer. One rider on the launch was planning to test that out, by riding a pannier-equipped RS the 3000km or so back home. The fact that I would have been very happy to set off on a similar trip, preferably with a twisty detour in the Pyrenees thrown in, was a definite subconscious thumbs-up for BMW's reborn sports-tourer.



THE ENGINE'S MIDRANGE GRUNT HELPED MAKE THE RS QUICK AND EASY TO RIDE ON THE TWISTY, MOSTLY SMOOTH-SURFACED AND NEAR-DESERTED LAUNCH ROUTE



All new YZF-R3

VR46 APPROVED

Genuine MotoGP DNA fires this twin cylinder sports bike to the front of the grid.

YZF-R3 Race Blu

\$6999

RIDE AWAY*



- Torque rich twin cylinder 321cc twin
- Lightweight, sharp handling chassis
- Confidence inspiring ABS braking fitted standard
- **Ride it like Rossi!**
- Visit r3.yamaha-motor.com.au for details



YZF-R3 Midnight Black



YZF-R3 Rapid Red



YAMALUBE

YAMAHA MOTOR

GYTR

YAMAHA DNA

we **R** family

f YouTube

VISIT US AND LOCATE A YAMAHA DEALER AT:
www.yamaha-motor.com.au

*Ride away price includes all statutory costs. Freight may be extra.

BIKE LAUNCH
BMW R1200RS

BMW R1200RS

ENGINE TYPE

Liquid-cooled boxer

VALVE ARRANGEMENT

Dohc, radial 8-valve

ENGINE DISPLACEMENT

1170cc

BORE & STROKE

101 x 73mm

COMPRESSION RATIO

12.5:1

CARBURATION

Digital fuel-injection

MAXIMUM POWER

125bhp @ 7750rpm

MAXIMUM TORQUE

125N.m @ 6500rpm

CLUTCH

Wet multiplate slipper

TRANSMISSION

6-speed, shaft final drive

FRONT SUSPENSION

Usd telescopic forks, 140mm travel, adjustment for rebound damping, optional Dynamic ESA semi-active control

REAR SUSPENSION

Paralever single shock, 140mm travel, optional Dynamic ESA semi-active control

FRONT BRAKE

Twin 320mm discs, Brembo radial

four-piston calipers with integral ABS

REAR BRAKE

Single 276mm disc, twin-piston

caliper with integral ABS

FRONT WHEEL

3.50 x 17in; cast aluminium

REAR WHEEL

5.50 x 17in; cast aluminium

FRONT TYRE

120/70 x 17in Metzeler Roadtec Z8

REAR TYRE

180/55 x 17in Metzeler Roadtec Z8

WHEELBASE

1530mm

SEAT HEIGHT

820mm

RAKE/TRAIL

27.7 degrees/114.8mm

FUEL CAPACITY

18 litres

WET WEIGHT

236kg

That said, this bike wouldn't have been my first choice for the inevitable stretches of motorway, and its relatively modest wind protection and range might irritate me if I'd just splashed out on a comprehensively equipped RS. I certainly wasn't blown away by this boxer in the way that I was on these same Spanish roads a year ago by the R1200RT, which managed to be very nearly as fast, agile and fun to ride while offering a big advantage in comfort and general long-distance ability.

But the RS does have plenty to offer riders who want a sportier boxer, yet also need to be able to cover serious distances with reasonable comfort, heavily loaded if necessary. The days when a BMW with those two initials on its flanks could handle sporty riding almost as well as a true sports bike, and tour almost as well as a purpose-built tourer, are long gone. But in many ways that traditional RS balance between performance and practicality makes as much sense now as it ever did. ■





RESURGENCE

G E A R

The World's Highest Standard In Motorcycle Jeans!*

R World's highest abrasion rated motorcycle jeans, cargos and hoodies*

R Over 300% stronger than most protective liners, 15 times stronger than carbon steel

R Dual layer and cross knitting, exceptionally strong against motion cuts

R Light weight protective liner, so superior we don't need to be as thick, providing more breathability and comfort

R Disperse body heat quickly, greatly improves riding comfort

R Wick lining for comfort and to draw away body moisture

R No outer armour/pad pocket stitching, so they look like traditional jeans

R Free CE rated removable knee and hip armour

R High level water resistant coating yet fully breathable (selected range)

R Wash safe, moisture will not affect performance:

R Highest quality materials and production for greater protection and lifespan

R Now the highest standard in motorcycle jeans and cargos. Don't you want the best?



*EN 13595-2 PASS: 23.2 SECONDS

check out these styles and many more at - www.resurgencegear.com.au & www.resurgencegear.co.nz

CARBON CRAZY

Germany's Ilmberger Company well known for their high quality carbon work have just announced a new kit of special components to suite the 2015 BMW R 1200 R (LC). Now not only do they produce quality Carbon parts but they also demonstrate their skills in offering their kits in stylish and exciting colour schemes, the new BMW R 1200 R being a fine example.

The extensive kit includes the front and rear mudguards, tank cover and rear seat unit, radiator enclosure, exhaust covers, motor spoiler and belly pan. Notice too the shaft drive covers and windshield and cylinder head protectors.

Altogether a superb option for the BMW R 1200 R (LC) rider looking to make his bike really stand out from the rest.



AFRICA TWIN

Finally the new Africa Twin is reality, unveiled now in July and promised to be with Honda dealers before Christmas. Obviously benefiting from the development of the successful Dakar CRF450R Rally machines the bike will be available for pure long distance touring or serious off-road competition.

The engine is a 998cc (92.0 x 75.1mm) liquid cooled 8-valve parallel twin with the same Unicam design of head as on the Dakar model together with a lightweight cast camshaft. Output is 94.85HP at 7500rpm with torque of 98Nm at 6000rpm with transmission via a lightweight six speed gearbox with shift cam change and an assist slipper clutch.

The frame is as Honda say designed with 'go-anywhere' in mind, a steel semi-twin cradle with high tensile steel rear sub frame. Long travel Showa inverted forks are fully adjustable with dual 310mm wave type floating discs and Nissin radially mounted 4-piston callipers, with an adjustable Showa shock and 256mm wave disc with a twin piston calliper at the rear. ABS is also available depending on the model spec ordered.

Remembering the heritage of the CRF450R, the Africa Twin has



Ignition
What's happening in the industry?

9.8" of ground clearance and with 21 and 18" wire wheels and aluminium rims is well set up for serious off road competition as well as touring. Should touring be your option the 18.8 litre tank will provide a range of around 350kms with a compact fairing, screen and twin headlights. Talking 'off-road' - DCT Dual Clutch Transmission is available with HSTC Honda Selectable Torque Control System with 3-levels plus switchable ABS. When deliveries begin expect four colour schemes.

UNIT GARAGE R NINE T

During recent months several companies have announced Conversion Kits for the BMW 'R- nine T' and now Fabio Marcaccini of Unit Garage has just revealed his very comprehensive kit, naturally unlike any of his competitors. Following his usual practice every item bolts on to the bike without drilling or changing the original bike in any permanent way, fit the complete kit and if you choose to remove it at any time the bike is back to stock.

Up front the forks have four black neoprene guards and a new front mudguard in classic style with supports matching the sides of the fuel tank. Complementing the new tough and rugged style a grill is fitted to the headlight plus new steel powder coated handlebars affording a new sporty riding position. A further class touch is the tank strap in leather - black or brown - with single or dual-seats handmade in black leather or

waterproof beige cotton. Rear mudguard is a black ABS together with new rear light and support plate.

A well designed exhaust system never fails to complete a new machine and the Unit Garage bike is no exception with choice of two kits - high or low in titanium MotoGP style complete with all necessary fittings, the latter 3.4 kg lighter than standard...and with an exhaust note 'to make you crazy'.

The complete kit is comprised of basically twenty five items, too many to list here and some with a choice of materials and colours, so check the Unit Garage website for the full listing, you won't be disappointed.





HIGH-BALL®



If it's attitude you're looking for, reach up and grab the handlebars of the Victory High-Ball®. This barebones bobber packs a one-two punch of cranked up performance and stripped down style that can't be mistaken for any other bike. With whitewall tyres and a shorty front fender, the Victory High-Ball exudes confidence you won't soon forget.

RIDE ONE AND YOU'LL OWN ONE.

VictoryMotorcycles.com.au | P: 1300 721 360 | 

*Overseas Model Shown with optional accessories fitted. ^Facebook® is a registered trademark of Facebook, Inc.

CONCEPT 101

Here's a new BMW recently revealed at the 2015 Concorso d'Eleganza Villa d'Este in Italy by Lake Como where both contemporary and traditional bikes and cars annually make their appearances in a unique setting.

The new 'Concept 101' caused a sensation, utilising the current 1649cc six cylinder engine the bike has to be the ultimate in custom bikes with high performance and designed 'Big' with virtually every other custom bike looking diminutive.

Obviously created with the US market first and foremost in mind, and no wonder, designed at BMW's Designworks in California and converted into the real thing you see here by Roland Sands assembling exclusive components and producing many special components himself, like clutch and timing chain covers even the wheels and others by hand.

Engine capacity at 1649cc is so close to '101 cubic inches' adding a touch of mystique to the bike which is in the

exclusive 'bagger' category of custom bikes and 'The Spirit of the Open Road'.

The unusual 21" front wheel sets the style sweeping back and down to the rear tail light cluster and the triple side exits of the extended mufflers. Colour scheme is a variety of brushed aluminium, carbon, and even wood, with real wood used tastefully on the sides. Altogether an incredible machine and a credit to everyone involved in the US in its creation...now we can but wait to see if it progresses into production.



YAMAHA'S 2016 YZ450F

Yamaha have recently released their 2016 range of competition machines with the YZ450F a fine example. Radically changed for 2014 in both engine and rolling chassis the season was well up to factory expectations. Now for 2016 Yamaha engineers have concentrated on refinement and further tuning to maintain their position for the coming year....basically by improving engine characteristics with smoother and more controllable power, mods to transmission, then changes to the frame, suspension to benefit bump absorption, traction and front end grip as well as up-rating the braking....plus an aid to faster starts on the track.

New camshafts with revised intake and exhaust cam profiles are used and valve timing changed improving performances at low and mid-range speeds, transmission benefitting from a new clutch boss and redesigned shift stopper lever ensuring faster and more efficient gear changing in the toughest of situations.

Chassis revisions include a wider swing arm pivot, a revised aluminium rear sub-frame, new engine mounts and footrests lowered to improve

rider's centre of gravity, AOS forks - now 25mm offset - with revised settings improving handling over bumps while the rear suspension has a new 56Nm spring balancing the front end.

Last and certainly not least - a Launch Control System is fitted, an electronic feature that optimises engine output limiting wheel spin and wheelies when blasting away from the start in first or second gear, also monitoring the ECU

modifying power to suit the track condition and activated by a button on the handlebar at idle speed - neat. Overall a bike to watch in the coming 2016 racing season!



twowheels

Editor

Miles Rangeley (02) 8719 3661
<mrangeley@expresspublications.com.au>

Art Director

Ryan Weeks

Senior Graphic Designer

Roy Delfino

Editorial Enquiries

editorial@twoowheels.com.au

Regular Contributors

Don Cox, Doug Jackson, Glynn Kerr, Kevin Magee, Terry Paxton, Steve Martin, Peter Cox, Pax, Mark Boxer, Amy Omara, Brendan Jones

European Correspondent

Roland Brown

Production Manager

Bronwyn Rowe

Production Co-Ordinator

Alex Grosvenor

Creative Director - Leisure & Motoring:

Igor Amedov

Group Publisher - Leisure & Motoring

Glenn Wright

National Advertising Manager

Luke Finn

Ph: 0423 665 384 Fax: (02) 9741 7293

Email: luke@twoowheels.com.au

Subscriptions

Free call: 1800 801 647

Fax: (02) 9737 8017

Email: subs@magstore.com.au

Back Issues - Free call: 1800 801 647

Retail Sales

Distribution enquiries - Circulation Department

Email: circulation@emgroup.com.au

Phone: (02) 8719 3503

Distributed by:

Network Services

66-68 Goulburn St Sydney NSW 2000

General Manager - Motoring Igor Amedov

Published by Published by EMG Express Media Group a division of Express Publications Pty Limited ACN 057 807 904

2 Stanley Street NSW 2128 Australia ph (02) 9741 3800 fax (02) 9748 1956, under licence from General Newspapers Pty Limited ABN 49 000 117 322, Double Bay Newspapers Pty Limited ABN 22 000 237 598 and Suburban Publications Pty Limited ABN 44 008 629 767. All rights reserved.

Editorial Contributions And Correspondence

TwoWheels, 50 Silverwater Road, Silverwater NSW 2128

Email: mrangeley@expresspublications.com.au

Phone: (02) 8719 3663 Fax: (02) 9748 4059

Copyright Material appearing in 2wheels is copyright and reproduction in whole or part without permission from the publisher is prohibited. By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

Freelance Contributions Address submissions to The Editor, 2wheels, 50 Silverwater Rd, Silverwater, NSW 2128. The publisher accepts no responsibility for unsolicited material. All text, photographs and illustrations must be accompanied by a self-addressed, stamped envelope. Allow several weeks for acceptance or return.

All material in this magazine is protected by copyright laws and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation.

In respect to technical information provided for any vehicle modifications or riding manoeuvres referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or riding manoeuvres provided and is merely passing on the technical information or riding manoeuvres as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motorcycle mechanic in respect of technical information provided for any vehicle modifications or from a qualified riding instructor in respect of any riding manoeuvres referred to in this magazine.

THE EXPERIENCE OF A LIFETIME!

ATTENTION ALL BIKERS

**WISHING TO RIDE THE SPECTACULAR ROADS OF AMERICA
AND ATTEND SOME OF THE MOST EXCITING MOTORCYCLE RALLIES.**

STURGIS 2016

we are now taking expressions of interest for Sturgis 2016.... yes 2016 following on from the 'sell out' of our 2015 ride, we have already received enquiries for 2016,so if you missed out on a place in 2015, then enquire and book now for the 2016 ride. Our ride commences in Sin City Las Vegas before taking a spectacular 6 day ride towards Sturgis. Along the way we take in some of Americas most incredible scenery, The Grand Canyon, Monument Valley, Follow the Colorado River through amazing gorges and canyons, cross the Rockies at 13,000 feet, and take in the sights from the top of the world. In Sturgis attend 5 crazy days of celebration of the biker lifestyle, ride the roads of the Black Hills....just made for bikes, visit Mt Rushmore....and afterwards ride to Salt Lake to spend a day on the Salt Flats made famous by the worlds fastest Indian at Bonneville Speed Week.....it is truly amazing.



DAYTONA BIKE WEEK 2016

already we are seeing a lot of interest for the Daytona 2016 ride and we have opened our bookings for this ride early. The Rally is held in March and we are usually sold out by November of the previous year.....so book now to attend one of Americas most iconic motor cycle rallies. On this ride you visit Nashville, Jack Daniels Distillery, Memphis home of the Blues, New Orleans, and ride along the spectacular Gulf Coast to Florida and on to Daytona. Daytona is known as the City of Speed, and we visit the most famous and largest of all Speedways The Daytona Speedway for a spectacular night..... call or email now for further information.



**BOOK NOW to be a part
of the VERY SPECIAL
75th ANNIVERSARY
EXPERIENCE**

ISLE OF MAN TT

....Every biker knows about the thrills and excitement of this incredible and historic event. In 2016 we will have very limited places for approx 20 customers to travel to this event which words cannot describe.....so call now and reserve your place to avoid missing out.



ROUTE 66

....What we can we say about this iconic ride across Americas Main Street, the Mother Road....why not join one of our many departures throughout 2015/2016



SELF RIDE OFFER.....Elite Special

Event Tours is the expert in riding American Roads, so if you and a few mates want to just get away and ride together and not as a group, then we can assist. We can book your bike pick up and drop off, arrange accommodation along the way if wanted, supply of daily run sheets and suggested routes so that you don't miss the best roads and sights, we can do all the planning for your route We handle all the insurances on the bike and also your own travel insurance....we can even book your air flightsso if you and a few mates want to or if you just want to get away on your own we can help....just call for more information



THERE'S NOTHING LIKE BEING THERE!!!

See our website or call our 1300 number

PHONE: 1300 884 891 • www.eliteset.com.au



LTR33-01



ROCKER JACKET

Here's a great quality jacket that also exudes style. Brought to you by Resurgence Gear, this new Rocker Jacket, which is available in brown or black, has been designed with rotated, pre-curved sleeves for rider comfort. It also features removable Knox Flexiform armour in the elbows and shoulders plus a spine protector for even more safety. With a DuPont HT Teflon fabric coating it's highly water and dirt resistant, as well as being breathable making it a very versatile jacket for all weather conditions.

Externally there are four zipped and two flap external pockets while the interior is lined with a silk style lining and two zippered pockets all completed with the added touch of antique brass buckles at waist for adjustment. They really are a good looking jacket offering great protection too.

For more information on where the jackets are available, log on to www.resurgence.com.au



VENTURA PACK

There's nothing worse than wanting to go on a trip, yet you don't necessarily have the bike to accommodate luggage, such as the Yamaha MT-09 or the YZF-R3. Well, thanks to the light, stable and incredibly versatile Ventura Aerodynamic Bike-Pack now available from Kenma for both models, it not only solves the luggage problem, but also complements the styling of each motorcycle. The key to the system is the L-Bracket which enables a range of luggage options like the Astro Top-Box, Sport Rack, Pack Rack or Grab Handles. The Ventura system allows up to 102 litres of carrying capacity and the unique design of the system ensures your load with never shift, even when you're riding hard and having a go. Being directly positioned behind the rider also means that manoeuvring through traffic feels just as easy. And if you don't happen to own a MT-09 Tracer or a YZF-R3, don't forget that they have an impressive line-up in the Ventura Pack-Rack system already available for over 2000 different motorcycles.

The new Ventura Kits are now available from your nearest motorcycle dealer in Australia, and if you can't locate them, contact Kenma on 1800 251 145 or log on to www.kenma.com.au for more information.



BRILL BATTERY

Oyek Batteries may well be the official supplier for motorcycle batteries to KTM and Ducati but they also offer a wide range of motorcycle batteries for other makes. Their Lithium motorcycle batteries offer ultra-light weight, around 1/3 of a normal lead acid battery and up to 6x greater cycle life. Lithium Iron phosphate material and soft pack technology ensure safety performance, and being non-spillable, they can be installed in any position. Environmentally friendly they don't contain any acid or heavy metals such as lead, cadmium or mercury. All lithium batteries include packing spacers to provide correct fit for most motorcycles.

Oyek Batteries are distributed in Australia by Cassons Pty Ltd and are available from most reputable motorcycle shops.

DAINESE GIRO-ST

Looking for a great looking sports boot with no expense to safety and quality? Well the Giro-ST could be just what you need. With features that include a nylon heel with shock absorption insert to reduce compression impact, velcro calf adjuster, closing zipper at front and back, gear shifter guard, non-slip sole and a replaceable plastic slider, this new boot from Dainese is sure to not only keep you safe but offer great comfort as well. Differentiated textured soles and TPU inserts on the inner side help provide even more precise control thanks to the elevated grip.

The boots are available in sizes 40-47 and come in black or black and white. The Giro-ST boots are available now at all reputable motorcycle shops and are proudly distributed by Cassons PTY Ltd.



LED HELMETS

The SKWAL is the latest helmet to be released in the existing Shark Pulse range, and is also the very first helmet to incorporate LED lights into the design. Not only does it look great, but it's a step forward in the new era of rider safety and electronic helmet functionality.

The SKWAL's three cleverly integrated neon green LED's are situated in the front mouth piece, the front air intake and the rear air vents, which not only enhance the sleek and aggressive look of this helmet, but as already mentioned, is also a huge factor in visibility and rider safety. The LED's operate off a small in-built rechargeable battery, which is fully rechargeable via micro USB cable. The SKWAL's battery has up to 5000 recharge cycles and a huge battery life of five hours on the continuous light mode, or ten hours on the flashing light mode.

Even with the incorporated lights and battery pack, the Shark SKWAL weighs in at only 1,470 grams putting it into the feather weight category of the helmet market. Its aerodynamic design and the clever Autoseal visor gasket also makes the SKWAL one of the most noise-free helmets available today.

The SKWAL comes standard with all of the helmet wizardry that Shark is renowned for including; a flip-down internal sun visor, micro-lock buckle system, a fully removable and washable lining and compatibility with Sharktooth, Shark's very own and very compact bluetooth intercom system.

Coming in black, white, matt and gloss finishes, as well as a bevy of graphic and colour scheme for the loud and proud riders among us, the Shark SKWAL is fully certified to meet all Australian helmet standards, and conforms to their stringent safety concept.

They're available now at all major motorcycle stores, or for more information check out www.ficeda.com.au



UTE BED EXTENDER

The next time you need to transport your bike in the back of a ute, why not have peace of mind knowing that you've got the right equipment for the job. That's where the new Ute Bed Extender is just the ticket. Manufactured from strong and lightweight aluminium and featuring welded crossbars, the Ute Bed Extender will hold up to 272kg, fits a variety of ute's and trucks and comes complete with mounting straps and required hardware.

Proudly distributed in Australia by Cassons PTY Ltd, the Ute Bed Extender is available now at all good reputable motorcycle shops.



IN THE HOOD!

Want to feel comfortable while you ride and not compromise on safety? Maybe you should check out the Hoodies from Resurgence Gear which are fully lined with PEKEV®, the same material used in their jeans. For further safety you'll find Knox CE approved elbow and shoulder armour, as well as back armour which are all removable. And it's got you covered in the comfort stakes too with a soft hand fleece material which features a Teflon coating and fully silk lined inner. Even better to know that it's 100% water resistant. So the next time you want to ride just wearing a hoody, make sure it'll protect you too!

For more information on where the hoodies are available, or to see any of their other gear, log on to www.resurgence.com.au



SIERRA DUAL SPORT

Want to look the business the next time you're tearing through the dirt? Well thanks to the new range of O'Neal MX Sierra Dual Sport helmets, you can. Featuring aerodynamic and lightweight shell construction, adjustable mouth, brow and rear vents for controlled airflow, integrated flip-down inner sun visor along with a removable and washable comfort liner and cheek pads, the new Sierra Dual Sport helmet has been designed to exceed all safety standards. And being available in sizes XS-2XL including such a great range of colours and designs makes them even more enticing.

The range of O'Neal MX helmets are available now at all reputable motorcycle shops and is proudly distributed in Australia by Cassons PTY Ltd.





GOODRIDGE
FLUID TRANSFER SYSTEMS

John Stamnas Pty Ltd
email johnstamnas@aol.com
www.johnstamnas.com.au
(07) 5447 7411

KERR British-born, US-based designer Glynn Kerr is the President of the Motorcycle Design Association

THE LASER LIGHT SHOW

After decades of uniformity in headlight design, some of it government mandated, things have (finally) been getting better with regards to design freedom.

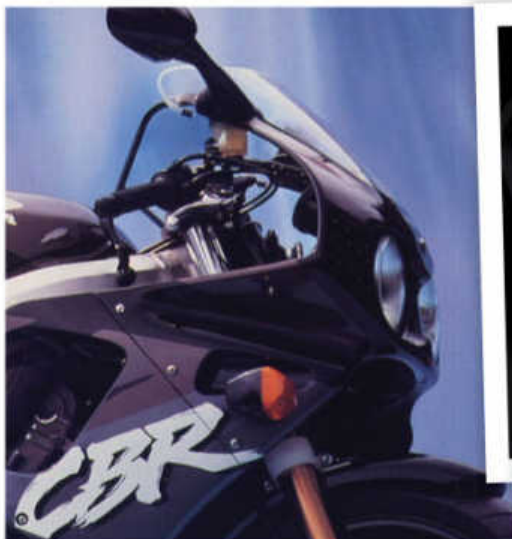
When I first started working in the motorcycle industry, there was a rather limited choice between round or rectangular, and a very limited choice of sizes - all of them decidedly on the large side. Clear plastic covers were illegal in many countries, so for the most-part, the lights sat exposed, un-faired, and perpendicular to the airflow. This did little to help the aerodynamics. Legislation on fairings dictated specific angles that splayed out from the edge of the reflector, which meant that the further forward you placed any bodywork, the larger the aperture had to be. Even BMW's svelte R100RS, which managed to get a glass cover passed by the notoriously strict German TÜV legislators (perhaps due in part to some convincing but entirely fake demisting lines stuck on the inner surface), offered a pretty expansive acreage to the airflow.

When twin headlights became the fashion, the problem doubled. Early sports bikes such as the 1984 Suzuki GSX-R and the 1992 Honda CBR900RR managed to squeeze two conventional round headlamps into a race replica fairing, the Honda managing the process with greater aesthetic success. Subsequent generations of both these bikes added a glass cover, although again due to the necessities of light beams, the result was quite expansive.

At this time, headlights were almost universally bought-in components. The tooling and development costs are high - headlights are one of the most expensive investments on a modern motorcycle's 'styling' components - and motorcycle sales are relatively low compared with cars. So letting the supplier fork out for that investment, and spreading that cost between multiple models and manufacturers, made perfect sense.

The US had already taken individuality out of headlight design by standardising two 7-inch (17.8cm) diameter round sealed-beam headlight for all cars from 1940 - a rule that was only expanded to allow a second set of 5¾-inch (14.6cm) lights in 1957. Rectangular lights were permitted from 1974, but again, the sizes were specified in advance, both in twin or quad layout. Other countries, which enjoyed greater liberty in headlight design, nevertheless had to build US-compliant versions for export to North America. The obligation to produce two different versions no doubt dissuaded some manufacturers from diverging from the US norm. Considering the economies of scale, it's no wonder motorcycle manufacturers stuck to the standard format for so long, even after they had a choice.

Those responsible for styling and



Laser headlights will be an option on the 2017 Audi R8.

aerodynamics saw it differently of course. Once glass coverings became widespread on sports bikes, the desire to reduce the frontal area of the light, and have greater control over the overall shape of the nose, was universally strong. By the early nineties, several manufacturers were producing model-dedicated units, including Honda, despite its conservatism on the initial CBR900RR. Because these made-to-measure designs were complete units, rather than a conventional round light stuck behind a piece of glass, they could be made smaller and less deep. And of course, they could be integrated into the overall design. The headlight became part of the clay model, rather than an existing component buried into it, and which the design was required to work around.

For motorcycles, the next big advance came with the introduction of the projector (poly-ellipsoidal) headlight - an ellipsoidal reflector with a condenser lens mounted at the front of the lamp. These could either be fixed beam, or offer high and low beam situations via a solenoid-actuated shade, referred to as BiXenon or BiHalogen lamps. The projector light offered a much smaller diameter frontal aspect - the most critical for sharp-looking styling - but required a far deeper housing in profile.

Up to this point, most lights worked on principle of heating a filament surrounded by inert gas that was originally conceived in the mid-19th century. Halogen bulbs improved efficiency over the previous pure tungsten units, and remain the most common in road vehicles. They typically give around 1,000 hours of service, and produce approximately 1,400 lumens (a photometric unit of light output) at a temperature of 2,500°C. More recently, HID (High Intensity discharge, otherwise known as Xenon) lights were introduced, replacing a glowing filament with an



1992 Honda CBR900RR's twin headlight design was more harmonious.

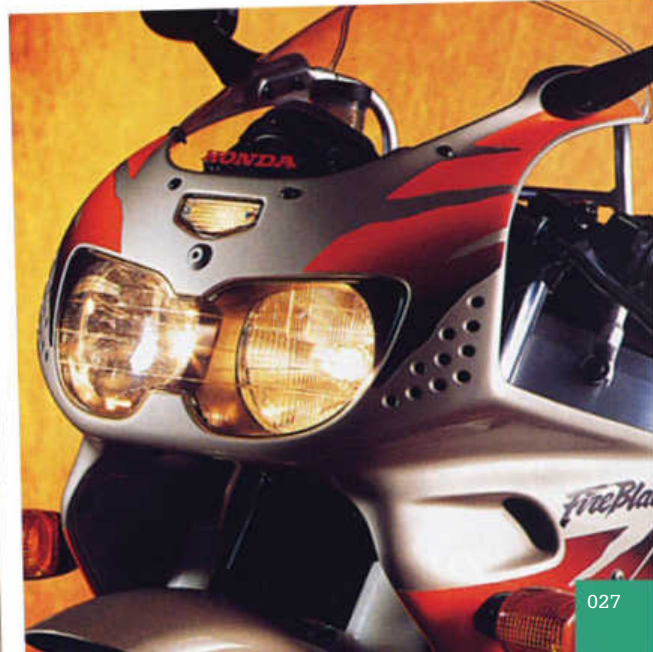
electric arc. They typically produce 3,000 lumens, and last 2,000 hours, although they are more expensive to install and replace. They require less power to maintain in operation, but the energy consumption is higher during startup, and they take a while to reach their full output, making them ineffective for high beams or for flashing. They also need a ballast, which generates and maintains the high voltage required to keep them operational, so complexity and cost are higher.

The introduction of LEDs (Light Emitting Diodes) was great news for designers, because they're small, and we can essentially string them wherever we would like. Who hasn't been impressed by the uniquely identifying running lights of recent Audis - well, at least until Mercedes, BMW and just about everyone else jumped on the bandwagon. The delay in their more widespread implementation has been mainly due to the various legislative departments catching up. While I'm sure these agencies have our best interests at heart, they've not exactly helped move technology forwards - which in many cases, lighting included, could help save lives. Up to

one half of motoring fatalities still happen at night, despite our mileage in the dark being around one quarter of that during daylight hours, so this is clearly a work in progress.

As well as giving more design freedom, LEDs require far less energy to operate than conventional lights. For this reason, they are especially desirable on electric-powered vehicles, which constantly drain rather than generate electrical power. That's why you'll find them on the Toyota Prius, along with a few other hybrid vehicles. It was one of the first priorities on the design brief for the Lightning LS-218.

Another advantage of LEDs is longevity - up to 30,000 hours of use. One downside though is heat. While the LEDs themselves give off little heat, and are effective as daytime running lights, tail lights and turn signals, the power needed to project a headlight beam creates considerable heat in the supporting electronics (the emitter and chip), so cooling fans or heat sinks are needed to dissipate it. For this reason, car running lights are often LED, while the main and dipped beam are more conventional units.





This also keeps down complexity and cost. Motorcycles, which almost always trail behind car technology thanks to the economy of scale, finally got around to LEDs with the 2012 Ducati Panigale S (although the base model stuck to more conventional lighting). They are becoming more common, but we're still a long way behind. With motorcycles being considerably cheaper than equivalent cars, and with far fewer units built, the cost per component is a deciding factor.

Taking the LED idea up a big notch are Adaptive Driving Beams. ADBs consist of a matrix of LEDs, each of which points in a slightly different direction and can be dimmed individually. An onboard camera reads information about the environment ahead, and adjusts the light output accordingly. Current ADBs can focus on eight different areas at once, illuminating road signs and obstacles, while simultaneously dipping for oncoming vehicles. The 2017 Audi R8 features 37 individually controlled LEDs per headlight. The 2017 Mercedes-Benz E-Class has 84. Clever stuff.

Just as you thought you were getting your head around all this new technology, Audi & BMW have developed the laser headlight. No, that doesn't mean you can now zap out the minivan in front of you just by turning on your headlights (but how many of us haven't wished we could do that at some point), because the laser is



1984 Suzuki GSX-R 750 had twice the problem to integrate.

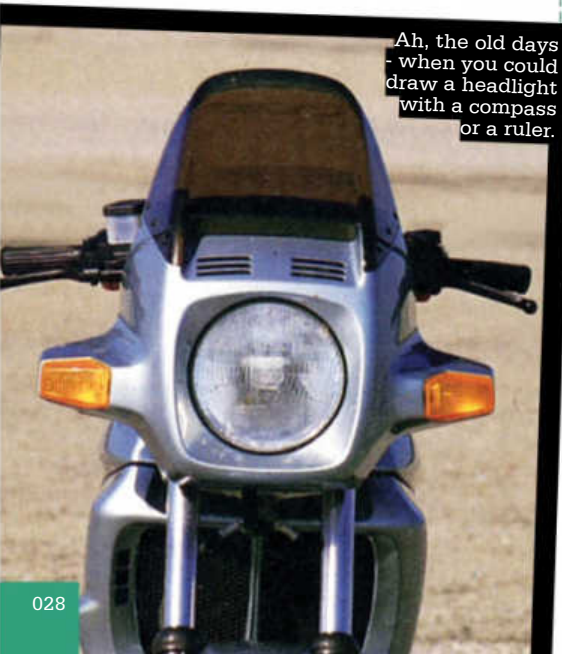
actually pointed backwards onto a series of mirrors. So if anyone's going to get it, it will be you - assuming the various devices the manufacturers assure us are programmed to incapacitate the system in case of malfunction or an accident fail to kick in. Each headlight contains one laser module that operates with four high-intensity laser diodes. This module bundles the four intense blue-light laser beams, then a yellow phosphorous converter transforms the blue light into harmless pure white light. The laser spot light operates as the high beam, doubling the range to 600 meters (1,968.5 ft). With this level of blinding light coming at you, you'll be relieved to learn that auto-dipping is standard.

Laser headlights also have less than half the energy consumption of even LED headlights, which are already very efficient. Laser lighting generates approximately 170 lumens per watt, whereas LED lighting generates around 100 lumens/watt. As a comparison, a regular 100w incandescent household light-bulb puts out around 16 lumens/watt, and is only 2.6% efficient, the remainder being turned to heat.

But even lasers are now old news. The very latest development in lighting is Matrix OLEDs. Announced by Audi on 29 July, OLED stands for Organic Light Emitting Diode. "Each OLED has two electrodes, which incorporate numerous thin layers of organic semiconductor materials between thin glass plates (or, in future, flexible plastic, which will lend themselves to three-dimensional forming, offering even more new opportunities for

designers.). A low DC voltage between three and four volts activates the layers, each of which is less than 1/1000mm thick, to light them. The colour is based on the molecular composition of the light source. In contrast to point light sources such as LEDs which are made of semiconductor crystals, OLEDs are flat light sources. Their light attains a new level of homogeneity, and its dimming is continuously variable. The lights do not cast any shadows and do not require any reflectors, light guides or similar optical components and this makes the OLED units efficient and lightweight. In addition, they hardly need any cooling." OLEDs will appear for the first time on a concept car to be shown at the Frankfurt IAA in September.

Cost will probably prevent this latest technology from reaching motorcycles for some time. Adaptive LED systems currently run around \$2,500. In the US, there's also the issue of the Department of Transportation, which to this day specifies one low beam and one full - so matrix LEDs and Lasers, which create hundreds of thousands of individually controllable light points, are a no-go for North America, either on two wheels or four at this stage. Many other countries will no doubt find themselves in a similar situation, although European legislators seem to be more accepting of new technology, especially where improvements in safety can be demonstrated. In the US, it's amazing we're not still burning acetylene. ■



Ah, the old days - when you could draw a headlight with a compass or a ruler.

DRAGGIN®

THE ORIGINAL WITH PROVEN SAFETY



**SERIOUSLY
SCIENTIFIC
LINING**

ROOMOTO™ LINING puts a unique knit of the WORLD'S TOUGHEST FIBRES between you and the road, doubly protecting your hide from surface damage



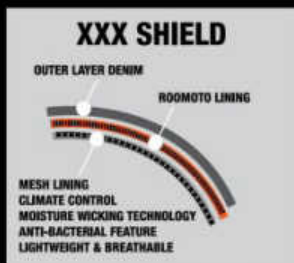
First and only genuine DuPont™ Kevlar® Licensee

**DIFFUSE
DIFFUSE**

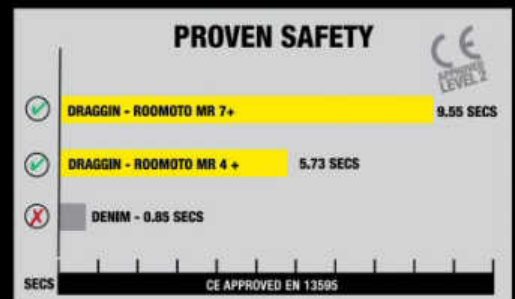


Dedicated pockets for knee and hip
DFFUSE CE Armour impact protection

**DRAGGIN
TRIPLE
PROTECTION
SHIELD**



**THE LAB
RESULTS**



TOUGHER THAN A ROO'S HIDE

ROOMOTO™ LINING puts a knitted mesh of combat-ready material made from the world's toughest fibres, between you and the road. Half the weight and double the strength compared to other jeans. Our jeans offer comfort, style and protection. Roomoto is the only protective lining material designed specifically for motorcycle riders.



dragginjeans.net

TOP SHELF **BIKE OF THE YEAR 2015**

Yet again we've been given the best of the best to judge for the 2015 QBE Bike of the Year...



YAMAHA YZF-R1

It's hard to believe the year is almost over, which means one thing here at Two Wheels magazine, the QBE Bike of the Year is fast approaching. Once again we've followed the same procedure of inviting each manufacturer to submit the bike of their choice, and obviously one they believe is their best chance of winning. As a result, we always end up with a diverse mix of models, something for everyone if you like, and 2015 is no different.

This year, with so much activity in the industry, including the launch of some new and very tantalising machines, it was always going to be interesting to see which bikes would be submitted. Well, the wait is over, not only for the road crew we've got together ready to test the bikes, but for you as well. And it also means another chance to win some great prizes!

For those that might not know how we judge the bikes in the test, it's broken up into four categories, which enables the bikes to be adjudicated on their own merits. By being judged on the basis of the criteria set in place rather than against each other or a direct market competitor, it gives each and every motorcycle as much chance of winning, no matter what it is.

So get on-line and vote for your favourite bike with all the information on how to enter on page 32. And in the meantime, we've got nine very experienced test riders, including world renowned Kevin Magee and Steve Martin, ready to head off on our three day QBE Bike of the Year test. And don't forget to grab a copy of next month's Yearbook for all the information on how the bikes performed and the announcement of the overall winner...

**APRILIA TUONO
V4 1100 RR**



**MOTO GUZZI
V7 STONE II**



KAWASAKI H2 NINJA



**MV AGUSTA
TURISMO
VELOCE 800**



INDIAN SCOUT



READER'S CHOICE AWARD

Made possible by  QBE

JUDGING CRITERIA

FULFILMENT OF INTENDED DESIGN

This could easily be considered one of the most important of the four criteria, emphasizing the fact that the bikes are not judged against each other. This is where we take into consideration exactly what the motorcycle was designed to do. Was it built for off-road adventures, or was it built for cruising around town in comfort?

And from this we ascertain how well the manufacturer has achieved this goal of intended design. Have they clearly achieved their initial design plans and do those plans equate to what the motorcycling fraternity want?



VICTORY MAGNUM



**TRIUMPH TIGER
800XCx**



HONDA VFR 800F



APPROPRIATE USE OF TECHNOLOGY

This particular criteria judges what kind of electronics have been fitted to the motorcycle, and how appropriate it is for the motorcycle's intended use. Does the bike have an overkill of electronics that aren't necessarily needed, or are some packages lacking? Are they easy to use or do you need a pilot's license to decipher the information? Some motorcycles don't need a plethora of electronics if that's not what they were built for, while others may feature various levels of traction control, active suspension or different engine maps. Each year this category is progressing at such a rate it can sometimes be a challenge to keep up. But again, this is where it is an important part of the test, especially with most bikes now featuring some kind of electronics in the system.

QUALITY OF MANUFACTURE

It's fair to say that nearly every bike built by these reputable manufacturers look great when they first roll off the production line. Quality of manufacture is important to each

and every one of these reputable motorcycle companies, which is why this can often be a very challenging criteria to judge. Sometimes you find yourself being the harshest of critics, looking for a weld mark or how well each component fits and how well it performs its task. And does the final product succeed in its task of enticing people to look a second time?

VALUE FOR MONEY

Everyone would agree to the importance of this criteria. Value for money in today's competitive market is very important, especially if the leading manufacturers

want to sell a lot of bikes. With such a cut throat industry and most companies building bikes in direct competition to each other, attracting customers to their brand can often be the biggest challenge of all, which is why competitive pricing is so important. Although it's not just the ride away price that we judge during the test, it's what you get for your money which is just as important. Obviously a 300cc motorcycle is going to be a lot cheaper than a one-litre sports bike, but are they correctly priced for what components are on the bike? As you can see, this is another important factor of the test, one that can sometimes make or break a bike's chance of winning.



KTM 1290 SUPER ADVENTURE



SUZUKI GSX-S1000



DUCATI MULTISTRADA 1200S

READER'S CHOICE AWARD

Made possible by



QBE 2015 BIKE OF THE YEAR

READER'S CHOICE AWARD AND COMPETITION

By voting for your favourite bike and entering the competition, you will be in the running to win some top quality prizes thanks to OBE Motorcycle Insurance, Ficeda Accessories, Draggin Jeans and United Tools. Ride with style the next time you head out on your bike in your new Ixon Stratus HP Jacket thanks to Ficeda Accessories or what about unrivalled protection wearing your new pair of Razzo Jeans from Draggin Jeans, or finally, what about a Makita Cordless Drill courtesy of United Tools?



ENTER FOR YOUR OPPORTUNITY TO WIN!

Vote here for your favourite bike! Then enter our competition for your opportunity to win one of three great prizes by simply filling out the entry form and telling us in **25 words or less** why you think the bike you voted for should win a trophy for being our reader's favourite bike. Be creative as possible!

A trophy will be presented to the manufacturer for the bike that receives the most votes from our readers at the QBE Bike of the Year Awards Night being held on the 21st November 2015.

Go to www.twowheels.com.au/qbereaderschoice to vote, enter the competition and to see our terms and conditions

CONDITIONS OF ENTRY

Information on how to enter forms part of the conditions of entry. The competition is open to Australian residents only. Employees of Express Publications Pty Limited ACN 057 807 904 ('Express'), QBE Insurance (Australia) Limited ACN 003 191 035 ('QBE') and their subsidiaries and families are not eligible to enter. The prize is not transferable or exchangeable for cash. The competition commences 1/10/2015 and closes last mail 20/11/2015. The winner will be chosen at 2 Stanley Street, Silverwater NSW 2128 at 4pm on 20/11/2015 after the competition ends. There will be 1 winner, and 2 runners up. The winners will

then be notified by phone and mail. The winner will be decided by a panel appointed by Two Wheels magazine. The judges' decision is final and no correspondence will be entered into. This competition is a game of skill and chance plays no part in determining the winners. All entries will be judged individually on their merits based on creativity and originality. First prize is a Ixon Stratus HP jacket valued at \$320. Second prize is a pair of Razzo Jeans from Draggin Jeans valued at \$289. Third prize is a Makita Cordless Drill from United Tools valued at \$200. The total prize value is worth approximately \$810. The prize value is subject to change after printing. Express will pay for the delivery costs of the prize to

the winner and deliver the prize to the winner. Express will not pay for any other costs associated with the prize. Entry forms submitted will not be returned to the entrants. By entering the competition you consent to Express reproducing and publishing in whole or part throughout the world your statement which you provided to us on the entry form which we may use in all media formats including print, electronic or any other publishing medium. All entrants' contact details may be used for promotional purposes by Express. The promoter is Express Publications Pty Limited, 2 Stanley Street, Silverwater NSW 2128 (02) 9741 3800. Our privacy policy can be found at www.expresspublications.com.au/privacy/

READER'S CHOICE AWARD

Made possible by



www.twowheels.com.au/qbereaderschoice

THE USA ON TWO WHEELS



"It was 6.30am and despite the alarm not being due to go off for another two hours, the adrenalin has taken a hold. Despite the rather celebratory evening we had had the night before after day one of our two day Highway One ride, nothing was stopping me from just running out the front and getting on the road again.... Except maybe my friends whose alarms hadn't rung yet and adrenalin had not yet kicked in. So I gear up anyway and head to breakfast. Wasn't long before all six of us were there sipping our coffee to kickstart another fuel injected "freedom trail" as we called it. And that was exactly how it felt. The wind on our faces, the smell of the ocean, the unbelievable coolness we felt when we finally chose between the Harley Davidson Sporster or the Triumph Bonneville. And we were off – today to San Fran and with a couple of weeks left on our "wing it" tour of the states, we sat around brekky working out which tour to do next. The Roadery made it just so easy..... think I'll convince the group to head to Nevada next!"

We offer unique motorcycle tours of the American West for people who want to experience the beauty, culture and camaraderie of the open road. The world is in such a hurry all the time that we never get much chance to just be. Years later this leaves us wondering where all the time went and we are sorry that it's

all gone. The Roadery is here to change that and reconnect you with some of the most fundamental things in life: nature, friendship and time to reflect. We take you on a ride along rugged coastlines, across majestic mountains, into deep canyons and towards the seemingly endless horizon of the great American West. We book the hotels, provide you with unique, customized motorcycles and guide you all the way. All you have to do is show up and ride through some of the world's most awe-inspiring landscapes, make new friends and reconnect with old ones. With us, you'll get lost in the best possible way.

Whether you want to clear your head on a 2-day weekend trip or completely reboot on a 12-day adventure, The Roadery can make it happen. Our tours are designed to cover an average of 200 miles per day, which equals about five hours of pure riding pleasure – giving you time to stop, relax, and explore along the way.

**To book, call APTMS
on 1300 329 912
www.aprms.com.au**

THE ROADERY

Explore the freedom of the open road with your choice of
motorcycle with
EagleRider Roadery.

Book by 30 November 2015

**QUOTE 'TWM10' TO
RECEIVE 10% OFF!**

The Beautiful Pacific Coast

- 3 days / 2 nights

From \$1,004* per person

Route 66 & National Parks

- 8 days / 7 nights

From \$3,146* per person

**Call 1300 329 912
www.aprms.com.au**

*Prices are based on 2 people & 1 bike, twin share.



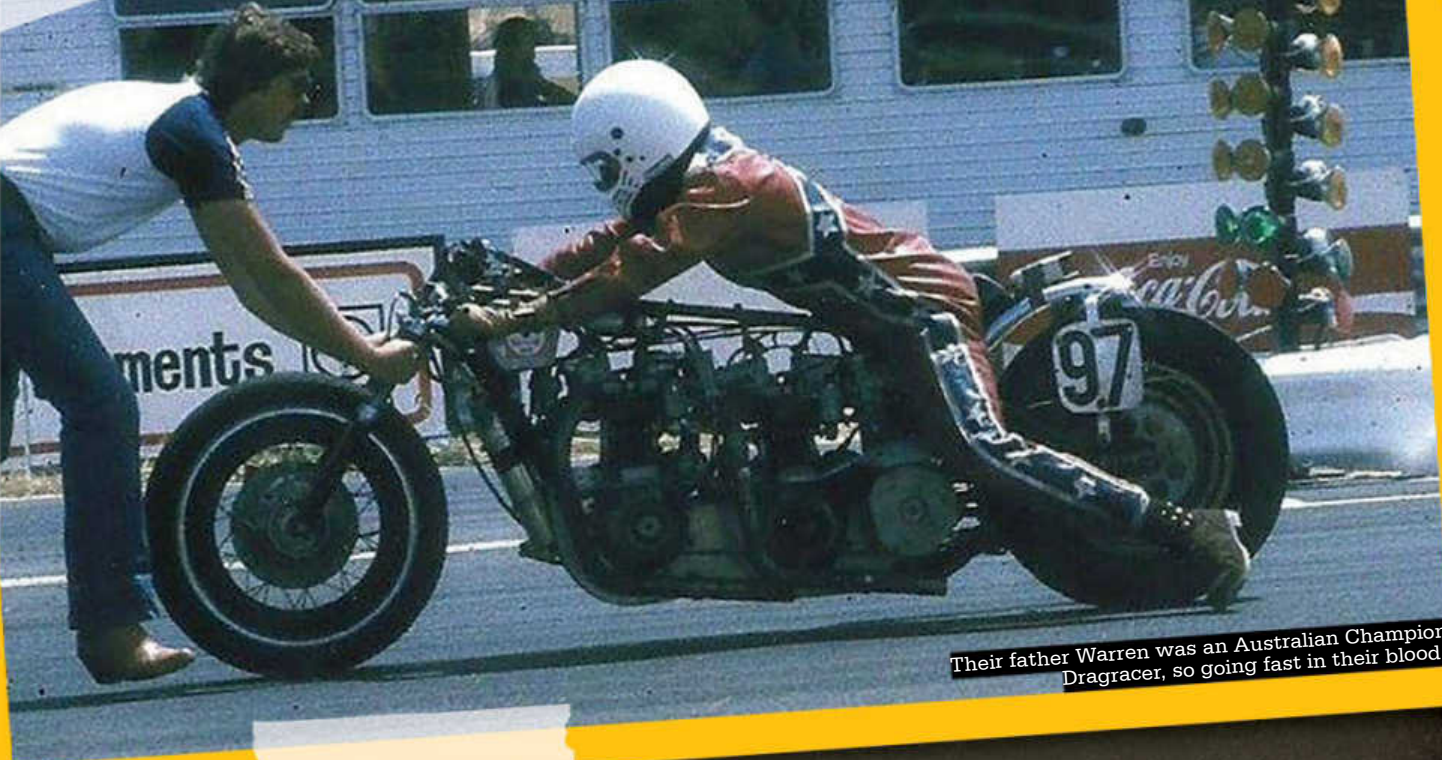
SPECIAL FEATURE
SALT RACING ADVENTURE

FAMILY **AFFAIR**



Feature by Miles Rangeley

Racing is in their blood...now together these two brothers are in search of history setting the salt alight with their 100cc motorcycle!



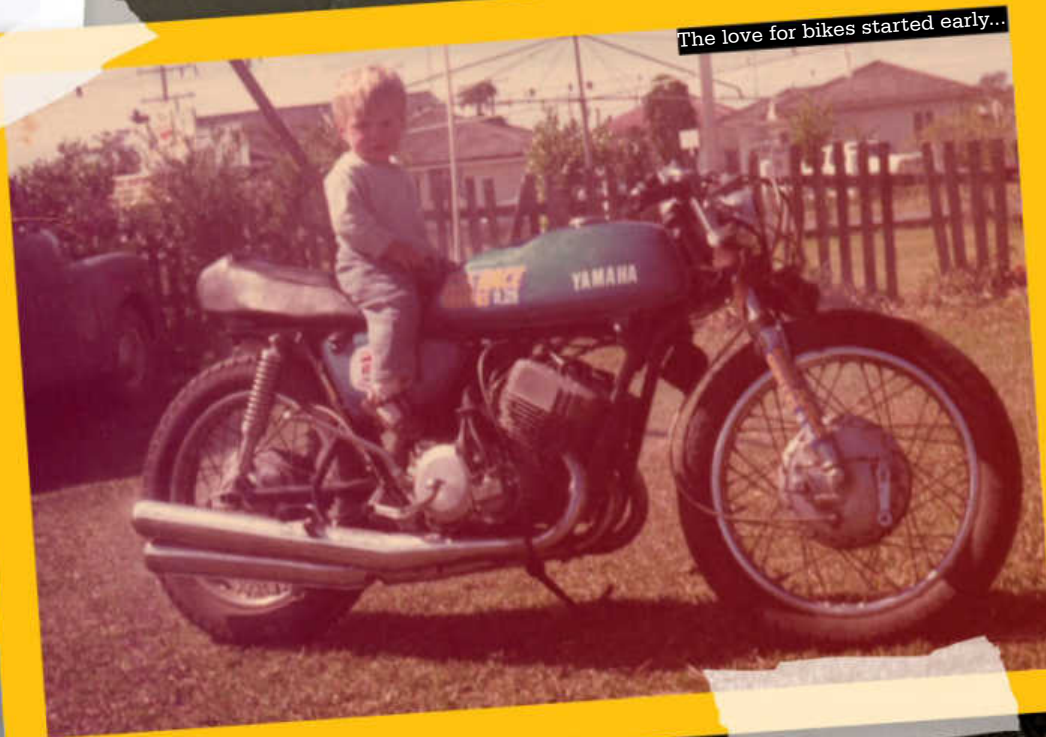
Their father Warren was an Australian Champion Dragracer, so going fast in their blood!



Your first thought might be, 'How could a 100cc motorcycle set a worthwhile world record?' Well, this isn't your normal run of the mill 100cc motorcycle! It all came about with an original idea that like all ideas soon gathered momentum, and before long two brothers Mitchell and JP Afflick, along with their father Warren purposely built a 100cc motorcycle with the salt flats of Bonneville in mind. That of course would have to come after qualifying at Lake Gairdner, which is where their adventure would start...

The brother's passion for speed was obviously passed down from their father

Warren, who just happened to be an Australian Champion Dragracer back in the 1970s, so to have him on hand tuning the bike is an integral part of the team. Now of course they aren't overcoming such hurdles as Burt Munro with his infamous Indian Scout, but it is still nonetheless a lot of work preparing for such a feat, one that requires lots of help behind the scenes. That comes in the form of the crew Joanne Fysh, Paul Macleod & David Daniel, who are invaluable in their experience and contributions according to JP, who we were lucky enough to catch up with on their way to Lake Gairdner.



The love for bikes started early...

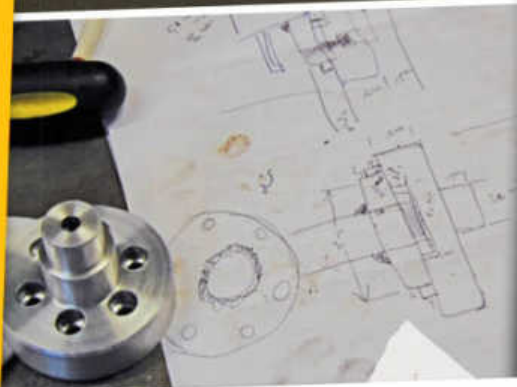
SPECIAL FEATURE

SALT RACING ADVENTURE

"It's something my brother and I have been planning for many years now. We're actually chasing our own class records and I'll also be chasing the fastest speed ever by a 100cc motorcycle in Australia."

Running the bike in two classes gave both brothers a chance to chase their own glory. So Mitchell was racing the bike un-faired as the 'ABF-100' while JP was racing it partially streamlined with a fairing as the 'APSBF-100'. With target speeds in mind, Lake Gairdner would hopefully be the stepping stone they needed to make the trip to America and the famous salt flats of Bonneville.

Being based in both SE Qld and Northern NSW, it's quite a hike across the country to South Australia and the Lake Gairdner salt flats. As it turns out the trip was more than worth it, with both Mitchell and JP setting new records, although it didn't come without its challenges according to JP, "Speed Week itself is an amazing event, especially being so remote with competitors just camping at the edge of the salt in the red dirt. All I can say is that it was a great experience, although your team must be fully self-sufficient. In the end we got the records we were after which was great, but it didn't all go to plan and took a lot of hard work and patience."





A lot of hours were spent in the garage planning and designing the record breaking machine...

SPECIAL FEATURE
SALT RACING ADVENTURE



The little racer
was starting to
take shape...

Racing on the salt never goes to plan, and Speed Week 2015 was no different. On the Monday, the first official day of racing, there was a tail wind which was too strong and no records were allowed. The second day they slipped the clutch, although luckily they had an extra plate and went to work quickly repairing it for Wednesday's run. Unfortunately there was a major crash on the Wednesday and racing was called off. This meant time was quickly running out as the week rolled on, with only two days remaining to try and set their records.

Thursday would start with another challenge, albeit on Mitch's first run when the bike nosed over and burnt a plug. To their surprise when they got it back to their pits the bike still had compression. So they put in a fresh plug, went bigger on the jetting and out went JP for his attempt. He was running it over a 2-mile distance and this is what he had to say, "At the 1.5-mile mark I opened the gas and the little blown 100 pulled like a train and was humming entering



the measured mile, I was headlong just hoping she would hang on as the 1/4 mile flags came by, halfway through the mile I hit the rpm wall at 12,500rpm, then she just increased in revs 10rpm every second as I watched the gauges. It's quite a buzz going as fast as you can and not having to worry about any outside variables, just flat out and head down for 1.5-miles. We got back to the pits and got the recorded speed of 109.589mph over the mile. Job done!

With a speed of 109.589mph, it's the fastest run ever on a 100cc motorcycle in Australia, breaking the previous record of 99mph set by another competitor the year before. But there was still more to achieve, and this time it was Mitchell's turn to shine, although with only one last day of official racing, time was fast running out. It turns out the gods of speed were on his side that day, with Mitchell being able to put in a perfect gremlin-free run, setting an impressive time of 106.9mph, making it the fastest naked 100cc speed set by a motorcycle in the world. AP's speed of 109mph was also faster than any of the current times set at Bonneville for the same class, so I think it's fair to say, their chances of success in the USA are looking even more probable.

The day had finally arrived...and it was a spiritual moment.



SPECIAL FEATURE
SALT RACING ADVENTURE



It was a team effort from the entire crew...

After returning from Lake Gairdner, it wasn't long before the next steps were taken in their dreams of racing at the iconic Bonneville Salt Flats. The bike was quickly loaded into a crate and shipped to LA for the next leg of their adventures. With aspirations of running 110mph+, which would make it the fastest 100cc motorcycle ever to roll on the planet, it would have been one hell of a feat by the little team from country Australia. I say 'would have been' because unfortunately all racing was cancelled at this year's Bonneville Salt Flats due to weather. Ah well, there's always next year! And of course, none of this would have been possible without the help and support of their three main sponsors, Powerhouse Dyno, Amal Carburettors and Minimob Racing. One thing's certain, you can rest assured AP, Mitchell and father Warren will be flying the Australian flag with pride in 2016. ■



Mission accomplished...time to head to Bonneville!



 **IPONE**
100% MOTORCYCLE OIL

FULL POWER KATANA

ADVANCE ESTERS FOR FAST SMOOTH SHIFTING

Full Power Katana is a 100% synthetic, ester-based lubricant for 4-stroke motorcycles, designed to deliver good sports riding performance on the road. The "speed & easy shift" innovation will transform your riding experience. Gear changes are fast and smooth; you will discover pure riding pleasure and faster acceleration.



IPONE



- ★ The Speed & Easy Shift innovation will transform your riding experience: Formulated to cope with high r.p.m. engines
- ★ Gear changes are fast and smooth
- ★ Riding pleasure

WWW.IPONE.COM

FICEDA
motorcycle accessories

ficeda.com.au

FUTURE

TIMES

Victory Motorcycles join the 'electric' motorcycle market with the new Empulse TT, and already have race proven results to back it up...

Feature by Roland Brown
Photos by Todd Williams

If this is the future of American motorcycling, it could hardly be more different to the present. I'm steaming down the pit straight of a racetrack in Colorado, battling the wind on a wide-barred naked middleweight until I sit up and squeeze hard on the four-pot radial Brembos, then tread down three gears and crank through the left-hand turn with a scrunch of knee-slider on tarmac clearly audible over the engine noise.

It's audible because the Victory Empulse TT's electric motor barely makes any sound – just a gentle whine that rises and falls in pitch moments later, as I flick up through the box while watching the speedo rise towards 150km/h on the longer back straight. This new Victory is respectably quick and eerily quiet – a far cry from the American firm's familiar laid back and thunderous V-twins. But, it has to be said, not very different from the Empulse that was produced by Brammo before that firm was bought by Polaris, Victory's parent company, in January.

Things are happening fast at Victory. The firm is aiming to redefine itself as the brand of American performance, following the previous Polaris acquisition of Indian, a more traditional brand that is better placed to take on Harley-Davidson with retro-styled cruisers and tourers. Victory's new brief covers everything from big V-twin musclebikes to, before long, a smaller naked

sportster inspired by the classy, Roland Sands built Project 156 that recently ran fast before crashing at the Pikes Peak hill climb.

And that brief also covers electric bikes. In June, less than six months after buying Brammo, Victory were on the Isle of Man to see their freshly red-painted battery-bikes finish third and fourth in the TT Zero race, ridden by Lee Johnston and Guy Martin. Just weeks after that I was at the High Plains Raceway in Colorado, to ride both Johnston's Empulse RR podium finisher and its streetbike derivative, the Empulse TT.

It's no surprise that the latter looks so like Brammo's Empulse, which was on sale in some export markets last year and has been available in the States since 2012, gaining a few updates along the way. Victory wanted to recommence production as soon as possible, so they concentrated on updating Brammo's top model by reworking the battery system to give ten per cent more power, which is used to improve range rather than performance.

That means the liquid-cooled AC motor is retained, along with its maximum output of 54bhp, and its peak torque figure of 83N.m, which is its torque figure full stop, because an electric motor's output doesn't vary with revs. Efficiency does, though, which is one reason why Brammo fitted a six-speed gearbox, when other battery-bike firms (including big US rival Zero) prefer the simplicity of a single speed.





BIKE LAUNCH

Victory Empulse TT

The Empulse chassis is also almost untouched, which means it's based on a hefty twin-spar aluminium frame that holds batteries both above and below it. Much of the Victory engineers' work in recent months went into redesigning this battery arrangement, and repackaging the +cells to use two compartments instead of the previous seven. Batteries are never light but the Empulse's weight is unchanged at a reasonable 213kg, so heavier than a normal middleweight of similarly compact size – ergonomics were reportedly based on the Street Triple's – but not by a dramatic amount.

Unlike many electric-bike firms Brammo long ago realised that the chassis was as important as the powerplant, so fitted the Empulse with good quality cycle parts that Victory have retained. Forks are 43mm multi-adjustable upside-downers; the tubular steel cantilever swing-arm works a Sachs shock that's tuneable for preload and rebound damping; and the 17-inch wheels wear Conti Sport Attack rubber. Along with the slightly raised one-piece bar, reasonably low seat (800mm) and conventional looking LCD instrument panel with analogue tachometer, it gave the Empulse and deceptively normal feel as I climbed aboard.

First impressions weren't particularly good, to be frank. The gearbox is crude, whether it's necessary or not, and neutral is hard to find although that doesn't particularly matter because with the throttle shut the bike sits happily in any gear. A clutch lever adds to the deceptively normal appearance but that's needed only for changing gear, not pulling away. For that you just press the starter button to bring the motor to life, then twist the throttle as though you're on a big, smooth-revving scooter.

With that generous torque available at all revs the Empulse had enough acceleration to make life interesting, even on a racetrack as open and near-empty as High Plains. It felt a bit like a middleweight twin, pulling reasonably hard out of turns, and running out of steam on the straight as it got near its top speed of about 160km/h. But the crunchy gearbox did it no favours, and also made the bike more difficult to ride because

the motor was so smooth and quiet that I had no idea how fast it was spinning unless I looked at the tachometer, so occasionally lost time by being in too low a ratio.

In Sport mode (there's also a more eco-friendly Normal mode) there's a bit of engine braking, which encouraged me to use the box, though I'm not sure the bike wouldn't have lapped just as quickly if I'd left it in top. Normal mode cuts performance, though not dramatically so it might sometimes be worth using on the road to extend range, even before you're running really low on juice.

Handling was good, at least once the suspension had been firmed up from standard showroom settings. Both ends were respectably well damped, geometry felt quite sporty, and the wide handlebar helped make the bike flickable through the chicane as well as stable in faster turns. The Conti rubber gave plenty of grip, the Victory had enough ground clearance to make good use of it, and with two 310mm discs and Brembo radial four-pot calipers up front there was plenty of reliable stopping power, albeit with no ABS.

Range was bound to be a limiting factor on track, despite the Victory engineers' best efforts. The Empulse went from about 70 per cent charged to 30 per cent in six laps, or about 25km of mostly flat-out running.

That suggests a full-to-empty range of about 70km on track, which should translate to around 100km on the road even at a lively pace. The Brammo Empulse sometimes struggled to make that distance, so Victory's claims to have boosted range by ten per cent seem believable.

Unfortunately they haven't been able to do anything about the need to carry a bulky charger. A full charge at a normal socket takes eight hours although getting from 20 to 80 per cent requires a much more practical two hours (and a fast-charger cuts the full time to 3.5 hours). Equally inevitably the price will be high. Victory haven't confirmed when the bike will go on sale in export markets, let alone how much it will cost, but in the States it retails for \$19,999 – which alternatively would buy you a Ducati Monster 821 and the base model Scrambler.

On the plus side, servicing costs will be minimal and a full recharge will cost about as much as a litre of fuel, but you'd have to ride a long way to make those sums add up, even if you discount the likely steep depreciation. Although it's quick, handles well and is fun to ride, familiar drawbacks of range, transmission and cost remain.

That's likely to ensure that the Empulse remains a rare sight on the world's roads. But with Victory very much on the charge, and the TT podium-placing Empulse RR hopefully acting as the basis of a sportier roadster in the not-too-distant future, hopefully this is just the start of an exciting electric future for America's new high-performance manufacturer.



Some familiar faces from the IoM TT...





LEE JOHNSTON'S EMPULSE RR

You expect a bike that's just finished on the podium at the TT to feel good, but even so I was blown away by Victory's Isle of Man racebike. It was fast, stable, handled and stopped. Most of all it was so enjoyable to ride that I wanted to keep lapping until the batteries went flat, instead of coming in after just a few laps.

With immaculate throttle response, no gearbox to worry about and a chassis that simply went where it was aimed, the Empulse RR on which Lee Johnston finished third in the TT Zero race was as easy to ride as it was quick, and a great bike for getting to know a difficult and unfamiliar track. No wonder Guy Martin was all smiles after getting a last-minute chance to partner Johnston on the Island, following William

Dunlop's withdrawal through injury.

Like the Empulse TT streetbike, the RR started life as a Brammo. The Oregon firm had a solid racing record, having also finished third at the inaugural TT electric race (then called the TTXGP) back in 2009, and won the one-round TTXGP world title in 2012. That first TT bike averaged 120km/h for the lap; this year Ulsterman Johnston went round at 179.63km/h, and was timed at over 230km/h on the Sulby straight.

The fully-faired RR is full-on factory racebike but its layout is broadly similar to the roadster's and it uses a similar aluminium frame, though reinforced and working a much beefier aluminium swing-arm, which curves over part of the rear-mounted motor. The powerplant was developed by specialist firm Parker and

produces over 200N.m of torque, pushing power output towards 150bhp. And despite using carbon-fibre for bodywork the racebike is heavier, mainly because its 16.5kW/h battery capacity is over 50 per cent up on the roadster's.

I'd expected the RR to feel heavy but in fact it did a good job of disguising its weight, and handled very well. Its classy K-Tech modified Öhlins forks and Öhlins shock gave a firm and well-damped ride, its treaded Dunlop D212 GP rubber ensured heaps of grip, and the radial Brembos bit hard. The Victory felt super-stable as well as fast, and was still pulling at 210km/h-plus at the end of the straight. With no gear-changing to worry about it was very easy to ride, which helped make it great fun to thrash round the unfamiliar track.

Lee Johnston's
Empulse RR was
amazing to ride...
and surprisingly
quick too!



BIKE LAUNCH

Victory Empulse TT



We won't see this level of performance from a roadgoing electric bike in the very near future, not least because the RR took a lot of time and money to build and was designed to die with a flat battery very shortly after crossing the line to end one 60.72km TT lap. (In fact, there was a bit of juice to spare.) But just as today's superbikes are quicker than WSBK winners of barely a decade ago, this stunning battery-powered bike is a glimpse into motorcycling's future.

The Empulse RR could already make a superb track day bike, if it could be redesigned to make at least some of the batteries hot-swappable, so you could come into the pits when almost out of juice, and ride away again seconds later with enough for a few more laps. With a bunch of bikes like this you could have a fantastic city-centre circuit with barely any noise.

And in the meantime it's worth bearing in mind that when Scottish rider Mark Buckley took the factory Brammo Empulse to that third place in the first electric TT six years ago, his top speed was 164km/h – slightly slower than the maximum of the current Empulse TT roadster. Maybe it will take another six years to put the 2015 racebike's performance on the street. But with Victory and other firms now working hard on electric bikes you can bet it'll happen eventually, and will be well worth the wait.

JOSH KATT, VICTORY MOTORCYCLES' ELECTRIC PRODUCT MANAGER

"Our major investment in developing the Empulse has been in battery technology. We've worked closely with the engineering team at Brammo Power and developed a new battery system that fits ten per cent more power in same space. And we've made a lot of small improvements, like the way the dashboard communicates power consumption; we've tried to make that more intuitive.

"The gearbox means we don't have to make the same compromises with acceleration and top speed, so the fact that the Empulse can do over 100mph [161km/h] is due in large part to the transmission. And if you can keep motor speed in the most efficient zone, especially when cruising, you can extend your range. Will we use gears in the future? I can't talk about future products but will tell you that our engineering team is very good at trade-off analysis, and that the technology is constantly changing.

"I can't talk about production volumes either but what I will say is that we're starting a limited production run at the existing [Brammo] facility in Oregon, we'll start shipping by the end of this year, and we'll gauge demand and see where production goes from there. The Empulse will be available worldwide, and at all 400 of our Victory dealerships in the US. We're prepared to meet customer demand, wherever it is.



showandgo.com.au

Australian
Distributors
of Keihin and
Carrillo

PERFORMANCE CARBURETTORS, CONRODS, EXHAUSTS & AIR FILTERS

TO SUIT: Honda, Kawasaki, Yamaha, Suzuki, Ducati,
Moto Guzzi, Triumph, Harley Davidson & BMW

CR SPECIAL RACING CARBURETTOR



Sizes available in Single, Duals & Inline 4 26, 29, 31, 33, 35, 37 & 39
Legend carburettor for the high performance motorcycle world.

FLAT-CR RACING CARBURETTOR



FCR DOWNDRAFT INLINE 4
FCR DOWNDRAFT SINGLE

Sizes available 28, 32, 33, 35, 39, 41, DR 350 XR
The carburettor no one can exceed
Keihin was asked by the top racing teams to design state of the art carburettors for their factory Super Bike racing machines. The FCR carburettors are the result of that request. Along with the highest level of technology available, the FCRs have proven their advantage with race wins around the world.

PJ & PE CARBURETTORS



Sizes available 34 and 38
The best selling carburettor for two stroke engines
The PJ carburettor has proven itself in the dirt bike market with its unique oval slide valve. The oval slide enables the engine to respond much quicker than with a conventional round slide carburettor. You benefit with faster acceleration and improved performance.
PE carburettors that satisfy millions of people
With a wide selection of venturi sizes between 20mm and 38mm, you are able to custom match your performance requirements.

PWK & PWM CARBURETTORS



Sizes available 28, 33, 35, 38, 39, 41
Producing power without compromise
The motocross world knows PWK. Keihin PWK carburettors are the dominant carb on the factory motocross machines. Because of their great performance they come stock on a lot of the leading brand bikes. With these features you can take advantage of Keihin's superior performance.

CARRILLO
The Choice Connection

K&N
PERFORMANCE FILTERS

KEIHIN
RACING CARBURETTORS
CARBURETTORS
Full range of spares including jets & needles.
Catalogue Price \$11 - Supertrapp Catalogue \$18



Australian Distributor of Keihin & Carrillo

SECOND HAND PARTS

SHOW AND GO HAVE A VAST SELECTION OF MOTORCYCLE SPARES INCLUDING ENGINE SPARE PARTS.

We also sell complete running engines. **SO WHY BUY NEW IF GOOD SECOND-HAND SPARES ARE AVAILABLE!**
Motorcycle engines are also broken down for parts.

With over 30 years of wrecking motorcycles, we are bound to have that hard to find second-hand motorcycle spare part.

When it comes to motorcycle wrecking, **Show and Go are the experts.** Our experienced staff are up to date with all areas of wrecking motorcycles and associated second-hand spare parts.

With damaged motorcycles being bought for wrecking on a weekly basis, our stock levels are always high — great for our customers, who need quality second-hand spare parts.

Show and Go dismantle and part out early to current model road and trail motorcycles, scooters and quad bikes; Japanese, European, Korean and British (late model) motorcycles are always being dismantled.

Can't find what you are looking for? Send us an email with a description and we will look for you!

HIRE & RENTAL

BOATS

What better way to spend some of your free time than fishing?
We have three boat sizes for hire.
Great day out with the family or your mates. Boat license required.

GOLF CAR

Need a golf car to hire?
Maybe a large corporate golf day?
We have 2 and 4 seater golf cars available for short or long term hire. Specialising in supplying Golf Cars to major functions around Australia.

MOTORCYCLES

Show and Go have a great selection of motorcycles for rent or hire.
Sports, touring, cruiser and road trail motorcycles.
The Adelaide hills offer some of the best winding roads in Australia. Magnificent coastal roads with

stunning views.

Explore the Barossa Valley to the north, then Victor Harbor to the south. The Flinders Ranges are spectacular all year round. What better way to see Adelaide and South Australia?

SCOOTER

Great way to spend a weekend, buzzing around town on a zippy 50cc scooter. So much fun and so easy to ride.



SHOW & GO MOTORCYCLES

236 Brighton Road Somerton Park S.A 5044 — Ph: (08) 8376 0333 Fax: (08) 8376 1334
showandgo@showandgo.com.au — C.O.D. Australia Wide & NZ All Major Credit Cards Accepted

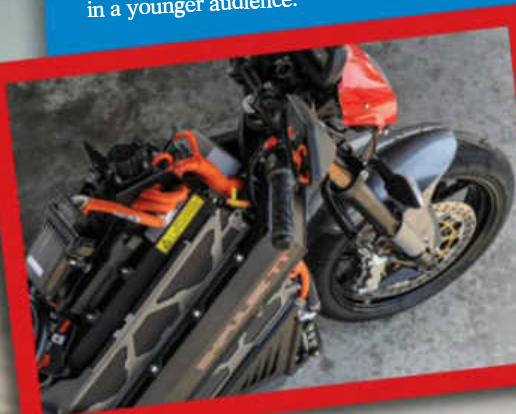
BIKE LAUNCH

Victory Empulse TT



"Regarding buyers, there's a large sub-set of people who are interested in electric bikes, either due to the economy of charging up or their environmental awareness. While we welcome them, they're not our target group. We want to focus on guys who are into performance; into having a stable of bikes. The guys who are into it because they're really into motorcycles. It's a younger crowd. We see electric bikes as a good way to bring in a younger audience."

"Will we put the racebike on the road? I would love to tell you. I don't know how much it cost, but I know how much some components cost! The more power you want to deliver, the larger the motor you need, the bigger the magnets and controller, and a bigger battery to get the same range because you're going through more power. Everything gets more complex. We'll continue to invest in performance but we're still working through our plans. ■



VICTORY EMPULSE TT

ENGINE TYPE

INTERNAL PERMANENT MAGNET
AC ELECTRIC

BATTERY

LITHIUM ION

CAPACITY

10.4KW-HR

POWER

54BHP

TORQUE

83N.M

CLAIMED RECHARGE TIME

8 HOURS 0-100PC; 2 HOURS
20-80PC; FAST-CHARGER
3.5 HOURS 0-100PC

TRANSMISSION

SIX-SPEED, CHAIN FINAL DRIVE

FRONT SUSPENSION

43MM INVERTED TELESCOPIC,
ADJUSTMENT FOR PRELOAD,
COMPRESSION AND REBOUND
DAMPING

REAR SUSPENSION

SINGLE SHOWA SHOCK,
ADJUSTMENT FOR PRELOAD AND
REBOUND DAMPING

FRONT BRAKE

TWIN 310MM DISCS, FOUR-PISTON
BREMBO RADIAL CALIPERS

REAR BRAKES

SINGLE DISC, TWIN-PISTON
BREMBO CALIPER

FRONT TYRE

120/70 X 17IN CONTINENTAL SPORT
ATTACK II

REAR TYRE

160/65 X 17IN CONTINENTAL SPORT
ATTACK II

RAKE/TRAIL

24 DEGREES/96MM

WHEELBASE

1473MM

SEAT HEIGHT

800MM

WEIGHT

213KG



Kawasaki

Ninja 300

NO COMPROMISE



**Kawasaki
LEARNER
APPROVED**



Australia's Best Selling Motorcycle is now even **MORE AFFORDABLE**
100% LEARNER FRIENDLY | 100% SPORTS EXHILARATION | 0% COMPROMISE

SUPER AGILE AND EASY TO RIDE
BUILT ON RACE-BRED TECHNOLOGY

POWERFUL PETAL DISC BRAKES
LIGHT & SMOOTH SLIPPER CLUTCH

LARGE 17L FUEL TANK
PROVEN RELIABILITY

ABS AND NON-ABS AVAILABLE
5 COLOUR CHOICES AVAILABLE

Get down to your local Kawasaki dealer and ask for a test ride today...

Your Ninja... Your Kawasaki.



Kawasaki
Insurances

Kawasaki
Motors Finance

www.kawasaki.com.au

Kawasaki

BIKE TEST
BMW S1000RR



PUSHING BOUNDARIES

Feature by Steve Martin

Taking BMW's latest sportsbike incarnation to the edge and beyond around Phillip Island, it's clear the new S1000RR was born to race...

When BMW entered the Superbike market in 2008 with their first model S1000R, their objective was to get a quarter of the sales in a market which at the time was about 100,000 bikes sold worldwide per year.

To do that they had to make a sports bike that pushed the boundaries and set new records...and that they did. Instant success in various national championships followed in the first year and a foray into the world Superbike Championship gave the Beemer a high profile! Seven years later, and with a massively reduced worldwide market of only 44,000 units sold in the 1000cc sports bike category, you could say BMW has succeeded when you learn about a quarter of all bikes sold in that category are now BMWs.

The company hasn't rested on its laurels though by simply giving us a new paint job year after year, it has pushed the boundaries with updated engines, frames, electronics and highly advanced models like the HP4. There is a serious new competitor in the 1000cc class this year though, in the form of the new Yamaha R1, and to keep the Japanese at bay BMW decided to up the ante even more.

At first glance the S1000RR looks similar to last year's model but on closer inspection reveals a new fairing with a more aerodynamic nose and slimmer lines. The air box has also been redesigned to improve flow to keep cool fresh air feeding the throttle

bodies for more power. The engine has never been slow, but an increased power output of 146KW (199HP) at 13,500rpm has been achieved, but more importantly BMW have added another 6hp through the midrange right in the fat of the power. This improves ride ability and allows a much more linear power delivery which makes this S1000RR even easier to ride than it already was. The ride-by-wire throttle bodies are fully electronic this year with no mechanical cable assist as there has been in the past. This alone is big news as it allows more advantage to be gained from the system. It can now be used to 100 percent of its capacity, but more on that later.

The chassis is also very different with not only changed geometry but also an altered stiffness to improve edge grip handling, bump absorption and minimise wheel lift on exit of corners. The ECU is full of rider assist programs and gadgets that have only been a dream for road riders up until this point with the most notable being a pit lane speed limiter, launch control and clutchless shift systems for up and down through the gears.

The dry weight is a staggering 178kg which is amazing when you consider the amount of technology that has been jam packed on to this motorcycle. All the hype is one thing but sometimes hype is just that. Which is why I was keen to take my first ride and see if it was possible to improve a bike that has arguably been the king of superbikes in recent years.

BIKE TEST

BMW S1000RR

Phillip Island was the perfect place to test the new BMW with its high speed corners mixed in with a couple of heavy braking zones, the circuit that easily shows any weakness in handling and speed over the course of the day. On top of that it was a perfect track for me to test the S1000RR as I tested the original at the launch back here in 2010. I was riding a lot back in 2010 and still racing professionally. I remember I managed a lap time at the Island of 1.40 flat in completely standard trim with the standard tyres, so to get the chance to test the new model was gold.

First time on the bike I headed out of pit lane and was struck by how comfortable I fitted on the bike. It's the sort of bike that once you jump on it, you feel as if you have owned it for a lifetime. I couldn't help but notice the cruise control button and the heated grips, leaving me wondering if I was on a cruiser...but as you would expect that all changes when you turn the bike into

a corner for the first time and it feels like a Superbike. Lean in further and it turns tighter and tighter, accelerate and the thing takes off like a missile. It's a very neutral handling bike and that's not a surprise as that's what most of the manufacturers aim for nowadays.

On those first laps I concentrated on just riding around at a sedate pace to get my bearings. I wasn't going at warp speed but in the high 40s as I still wanted to get a feel of what the bike was like over a range of different rider skills. I'm happy to say I came in completely satisfied. At those speeds, which at the Island are good times for your track day rider, the bike and the electronic package was set right. I didn't need to play with settings or think it was soft or hard, it just worked. There are of course five modes to this bike; Rain, Sport, Race, Slick and User. In my first laps I stayed in Sport. I also tried the Rain map which impressed me a lot too, as

even in the dry the Rain mode is a useful tool. If you're new to the track or looking to gain confidence it's a great teaching tool. Using the full ride-by-wire throttle bodies available this year, the power parameters are adjusted by the lean angle of the bike. Full lean angle and you get a certain amount of power but if you then hold the throttle flat or twist the throttle unintentionally, it doesn't accelerate until you start to decrease the angle of lean. In other words, the electronics are doing the 'throttle management' for you. There is still plenty of mumbo in Rain mode up top though as this year it's set at 187hp which is a lot more than years gone by. The front Brembo brakes are powerful and required little pressure to slow the bike down. The ABS in Sport mode is more road-orientated which means it reacts earlier on the track, but as I would find out in exit two it worked perfectly in Race and slick modes.



**I COULD SPIN THE REAR AND
YET HAVE THE SUPPORT OF THE
TRACTION IN THE BACK GROUND
WHICH ALLOWED ME TO FEEL LIKE
I WAS ON A REAL SUPERBIKE...**



In my second session my aim was to drop my times down to the low 40 second mark and use Race mode which is a setting for fast road riding and basic track work, where grip is not optimum. Once again my bike, which was fitted with the electronic Dynamic Damping control, worked extremely well but as I approached the 1.40 lap times I could start to feel the bike run wide through the fast left hander at turn three, or more commonly referred to as Stoner Corner. The traction control was also starting to cut in a bit too much for a pro-rider at this point and I felt some harshness from the suspension. A quick on the fly change to slick mode improved the traction cutting but I felt I was still being held back. There is another button on the handlebar that I hadn't used yet though, and that was the traction calibration button. This button allows you to fine tune your settings on the fly, and that's just what I did. With seven more aggressive settings than the standard and seven less aggressive, I wound the traction off another four

clicks. For the first time for me on a production bike, this setting felt ready to race. I could spin the rear and yet have the support of the traction in the back ground which allowed me to feel like I was on a real Superbike.

As for the running wide, I felt like the bike was high in the front and a quick check by the BMW technicians found my bike was two lines harder on preload than standard. I put it back to standard and the Beemer stayed glued to the line like supa glue from that point on. Dialing the harshness out of the suspension was a matter of going in through the dash and tuning the clickers electronically. I actually took some rebound off the back to stop it packing down and taking the preload off the front helped the front end. Now when I say clickers, don't get confused as there are no shims inside this motorcycle suspension but electronic valves. These valves open and shut depending on the electronic impulses they receive and for now, BMW are the only motorcycle manufacturer to use this technology.

The Australian spec bike comes with a gearshift assist quick shift system which not only allows clutch less upshifts but also down shifts with an automatic blipper. If you haven't used this system before, trust me it's not a gimmick. It allows you to be smoother on the brakes as you don't have to blip the throttle or reach for the clutch. It works very well but not quite as good as the systems that used to be mounted to the \$250,000 BMW factory superbikes. Funny about that. The Pirelli SP Corsa tyres certainly help make this package the bike it is and at no time throughout the test did I have an unexpected moment. That's pretty good when I think back to the thrashing they had over the course of the day.

Electronically speaking these modern Superbikes require a degree in science to get your head around the electronic aids available nowadays and this BM is no different. I am an advocate though for good electronic packages as they do save lives and minimise accidents.

RIDING MODES

There are five different modes with the user mode available so you can personalize your settings if you want to mix and match other modes. They all have their place and are spaced well.

ABS

Much improved over older models and can now be left on during track days without interference.

DTC

Allows on the fly modification of traction control inside any one of the 5 riding modes.

DDC DYNAMIC DAMPING CONTROL

Adjustable compression and rebound damping front and rear through the dash and switchgear

PIT LANE SPEED LIMITER LAUNCH CONTROL

Enter the rider's weight to select a predetermined torque map

HP GEARSHIFT ASSIST (STD ON AUSTRALIAN MODEL)

Allows seamless up shift and down shift without use of the clutch

CRUISE CONTROL

If you have ever tried to do the speed limit on a HWY on a sports bike you know why BMW added this.

- **NEW INSTRUMENT CLUSTER HIGHLIGHTS**
- **BANKING ANGLE**
- **DECELERATION RATE**
- **AVERAGE SPEED**
- **REMAINING RANGE**
- **LAP TIME**
- **LAP LOGGER**

In my final session an older fatter more tired than I was five years ago rider set out to see what I could do. I didn't think I would be able to beat my time from the last launch as I haven't ridden competitively for a while now, but nonetheless I set off with that time in mind. With the handling a lot closer, slick mode and minus 4 on the traction settings I went into the 1.39s. To put that into perspective, in the race at WSBK a month ago the boys were just 5 seconds faster than a street bike

with mirrors towards the end of the race. Not bad for a production motorcycle!

There is as you would expect a massive range of accessories available for the S1000RR from different screens to forged wheels. They even have a tall seat option for the big people out there. And if you think you need more than 199hp the factory also sell High HP engines with up to 215hp as a complete motor straight from the factory.

I always try to find a weakness on these new superbikes and it seriously gets harder every year, but if I could ask for something it would be for a little more torque down low to mid-range. What it has is very good but as I said I'm nit picking. Foot pegs were a little slippery when being ridden on the limit other than that I couldn't fault too much.

With the BMW, it's the attention to detail I like. They have really listened to track day customers and not just the top riders but all sizes and skill levels. Even the beautifully styled standard pipe has a screwed on decibel plate that can be unscrewed for race track use. It's the little touches like this that make you realise the new S1000RR is born ready to race... ■



**I AM AN ADVOCATE
THOUGH FOR GOOD
ELECTRONIC PACKAGES AS
THEY DO SAVE LIVES AND
MINIMISE ACCIDENTS**



RIDE AUSTRALIA

... with rental bikes from **AUSSIE BIKER**



- BMW R1200GS
- KTM 1190 Adventure
- Triumph Tiger 800
- Suzuki V-Strom
- Harley-Davidson

BOOK NOW!

Draggin Jeans • Zeus Helmets • Biker Club Jackets & Vests • Rivet Gloves • Ixon • Thomas Cook Boots & Jeans • Givi Luggage & Screens • RK Chains • Barkbusters

07 5474 1050

Visit our store

aussiebiker.com.au



Visit our
air-conditioned
showroom at
4/15 Venture Drive
Noosaville, Qld

MRA Screens • Ogio Backpacks • Motul • Oxford Security • K&N • Scala Rider • WileyX • NGK • Rivco • GI Tyre Repair Kits • Hema Atlas • Kaoko & Vista Cruise

Kaoko Cruise Control



from
\$139

Genuine Innovations



**Puncture
Repair
Kits**
from
\$79.90

Deltran Lithium Batteries



from
\$139

AIRHAWK COMFORT SEATING SYSTEM

Saving your butt since 1997!

No More
Numbness

Unsurpassed
Comfort



AirHawk DS

A mid size model designed for smaller
dual-sport and sports-bike riders/seats.

AirHawk R

Designed to relieve discomfort in the coccyx
and scrotum areas. Fits most riders/seats.

**Premium Quality
Built To Last**

**NO RISK
60 DAY TRIAL PERIOD**
Full details on website

No More
Hot Seat



AirHawk Cruiser medium.

Our most popular model, fits a wide
variety of seats.

AirHawk Pillion small

Fits most Harley and sports bike pillion pads
and is also ideal for all of the 250/400/450
enduro/trail bikes.

"Riding on a layer of air, your butt will thank you all day long
and sitting will become a pleasure, not a pain!" Aussiebikerdave

Huge deals on Conti's!

Motions (as shown)
\$289/pair

Sport Attack 2's
\$399/pair

TKC80's
\$399/pair

Trail Attack's
\$399/pair

ORDER ONLINE!



from
**\$289
per pair**

JUST RELEASED

**Nolan
N104
Evo
\$449**



GIVI Stockists

**GIVI
Trekka
33L
\$439 (each)**



(46L \$479, 52L \$529)

Shop online at

www.aussiebiker.com.au



Or call us now on **07 5474 1050**

...or visit our air-conditioned showroom at Unit 4, 15 Venture Drive, Noosaville, Queensland.

SOUND OF THUNDER

Feature by Miles Rangeley Photos by Eric Tang

When does an inanimate motorcycle object become a part of the family you can't get rid of?

This is the exact question Auke, the proud owner of this custom asked himself after campaigning a now aging Aprilia RSV Mille Tuono in a local European race series along with the former BEARS here in Australia. It's been a long time love affair between Auke and his Tuono, one that started many years ago when he first found her standing in the back corner of a dusty shed in Europe. It had apparently just been picked up from a large lot at an auction by an uncaring second-hand motorcycle trader.

The RSV Mille Tuono is already a race veteran of some pedigree, tracing her roots to the World Superbikes, which is one of the reasons Auke felt instantly drawn to it, even though it sat in the corner covered in dust and looking somewhat unloved and almost hiding. It was scathed and beaten, with marks illustrating a hard life since being originally ridden out of the dealer's showroom...and it was only a year old. Yet despite all of this, Auke could see its inner beauty, not to mention its potential for advancing his riding skills, on the road and on the track. He knew he wouldn't have to make many changes, especially considering it already has the chassis of a true racer.

Although this initial love may have been like a first date, I think it is the history he built together with his new bike that really started to bring this inanimate object into the family realm.

In that I mean that not only did he become attached to his new acquisition, but his wife did as well, often jumping on the back for trips away. Over the next few years he raced it in Europe before embarking on the big move across the world to Australia. He continued racing here too, entering in the Bears Series in 2013, but it was during one of these races, after being out-dragged down the main straight at Eastern Creek by a 'little' Trumpy 675, that he realised the time was coming to maybe put the old girl out to pasture.

But what do you do with a bike that holds so many memories and so much history? Do you sell her like an unwanted gift? It was clearly something Auke didn't want to do, which is why he decided to go in a completely different direction. Now of course the idea of one of the latest 200hp beasts was enticing, but he saw little point, especially with such a police presence these days along with the constant deterioration of road conditions. But his biggest challenge at that point was convincing his wife, or so he thought. Turns out she was just as enthusiastic, with the following strict conditions. The bike had to retain a pillion seat so they could still go to rock concerts on the bike together and the level of finish had to rival something the Aprilia factory would be proud of, so in other words, no rat bike! All good... he could do that, especially considering now he had been given the green light.





CUSTOM CORNER

Aprilia RSV Mille Tuono

As most of us know, a green light from the missus doesn't stay green for too long, which is why it was only a couple of days after the decision was made before he stripped it down to the bare bones and started tweaking, fettling and planning. When Auke first purchased this Tuono, his mate Huub couldn't hide his jubilation that Auke had finally come over to the darkside of V-twins, especially after Auke had been racing an old Kawasaki ZXR750RR with a ZX9R engine for years. In the past, the Tuono underwent bi-weekly transformations from a racer at the weekend to a road bike during the week. As a racer racing clip-on handle bars were fitted for track duties as were race fairings, crash knobs, go faster chip, Aprilia Cup exhaust headers and anything else to get her racing faster. The bike's new future did not need to account for this Jekyll and Hyde weekly transformation especially as his wife requested that, it had to look like a show winner.

A quick call to his good mate Huub had the project well underway in no time. With a few parts lying around his workshop, Huub also had some great ideas for the transformation. The basic design brief was to keep the 'sit-up' bars, but Auke wanted a better look to them. He also wanted to realign the headlight to make it look less like an afterthought and also mentioned how cool a slimmer rear end would look to accentuate the size of the rear tyre and the overall slim appearance of the bike. It took a fair bit of planning, with many evenings on the internet looking for ideas and concepts to finally come up with some additional features.

Auke always thought Ducati got it right with the 916 where the pipes were fitted underneath the seat, but other than this bike, the look never really did it for him. By chance, his mate at Tuffy Auto Centre in Epping had a 2006 Fireblade and mentioned jokingly that he should put the rear end of his bike on the

Aprilia. Well, one thing led to another and after checking out what it would look like on a photo editing program, the plans were in motion. With this came a change in the swingarm, and even though the standard swingarm on the Tuono is a tidy looking unit, he decided to go with one from an Aprilia RST1000 Futura, which features exactly the same mounting, rising rate linkage, trail and even the same wheelbase as the RSV, (basically because it



too shared the same RSV Mille chassis as the Tuono and the RSV Mille Racer). So after Huub tracked down a rear wheel off an RST 1000 in mint condition, everything was starting to fall into place.

The headlight used is something Auke spent a lot of time sourcing. He never really liked the original Aprilia item, which is why when he first saw a 2012 Honda CB1000R 'alien mask' headlight, he knew it was the one. And once it was fitted, the biggest challenge of the transformation according to Auke was trying to hide all the wiring, relays, switches and fuses to obtain that clean look he was after. As it turns out, another friend of his Martin, was in the process of building up a ZX9R Streetfighter and just happened to have a Motogadget M-unit lying around that he wasn't using and thought it would be perfect for decluttering. Unfortunately unbeknown to them both, it heralded very little benefit in terms of reducing the degree of the electrical birds nest around the bike as the ECU and fuel injection required too many wires which would not be eliminated by using the M-unit.



CUSTOM CORNER

Aprilia RSV Mille Tuono



It was about this time when Auke experienced an advantageous turning point in the build; Ultrabatt Lithium batteries. According to Auke, without these little gems, the whole project would not have been possible. Basically, with such an old chunky style ECU which takes up a fair amount of room and being such a big twin that needs a lot of cranking power to crack her in into life, the standard lead acid, gel and even other Lithium batteries available on the market didn't offer what he needed. That's when he discovered Ultrabatt, which are slim and flexible and can be mounted at any angle, perfect for when room to fit parts is at a premium.

Next it was time to turn his attention to the pipes, which seemed like a simple task at first of taking the standard headers and grafting them to the CBR1000RR link pipe. Well, it turns out it wasn't as easy as he first assumed. As it's a three dimensional puzzle and the headers already had a special link pipe set-up from the Aprilia cup racers fitted, a set-up that almost emulates a 1-1 exhaust system without the weight and cost penalty, it wasn't so easy to graft it all together. Luckily that's where his good friend David stepped up to the plate and rescued the project by working his magic.

And taking the opportunity while the bike was apart, Auke thought he'd get another mate Steve from Windsor Engines to help him freshen up the top-end, along

with a slight change in the cam timing for a smoother ride on the street. It turns out it was a little difficult to set the cams, but with Steve's experience and patience, they got the job done and it was running smoother than it had ever done before.

When it came to the final wiring, Auke couldn't recommend Terry from Bebo Automotive enough, or 'Dr Terry' as he calls him, who apparently was a godsend when it came to sorting it all out and ensuring the tasty red braided brake lines ran free, clear and above all, RMS legal. As you can see, he hasn't cut any corners on building his dream bike, and utilising the skills of people who definitely know what they're doing was just as important.

Last but definitely not least is that awesome paintwork, which was entrusted to Joe from Brooker Marine. After many, many hours sanding and re-sanding, the bike was finally finished and Auke couldn't believe just how well the final outcome turned out.

All in all, looking back, the experiences this bike has given Auke, both great and not so great, the fantastic friends he's made in the process, the people he's met and the memories his Aprilia has given him, it's fair to say this is how an inanimate object can become part of the family you can never get rid of. I guess that answers the question, Auke's Tuono isn't going anywhere, except maybe back into the living room... ■



PURE ADRENALIN

NEW APRILIA TUONO V4 1100 RR



RACE BRED
TECHNOLOGY

a PRC

a TC

a WC

a LC

a QS

r BW

ABS

\$23K* RIDE
AWAY

With racing in its DNA the new Tuono V4 1100 provides pure adrenalin with a powerful new 1100cc V4 engine which produces 175HP at 11,000 RPM and a dynamic 121 Nm at 9,000 RPM. Featuring Aprilia's patented Rider Performance Control electronics package which includes rBW, aTC, aLC, aWC, aQS, and Race ABS which work in conjunction with the state of the art adjustable suspension and Brembo braking system to form an irrepressible package. The proof seven World Superbike Championships in as little as six years. From racetracks to roads, setting new standards for technology and performance is our job and our daily commitment. Available in Tuono V4 1100 RR and Tuono V4 1100 Factory. For more information visit www.aprilia.com.au

2 YRS UNLIMITED
KM WARRANTY

#be **a** racer

aprilia

*Recommended Ride Away Price for Tuono V4 1100 RR. Price is subject to change without notice. Overseas model shown for illustration purposes. Consult your Aprilia Dealer for further details. Aprilia Australia promote safe and responsible riding.

f facebook.com/apriliaaus



WORKSHOP FEATURE
DRAGGIN JEANS

Keeping up
with the trends
are the minx
hipster jeans...

TOP

So how serious are you about being protected
the next time you go for a ride?

SHELF

Feature by Miles Rangeley



Founder Grant Mackintosh

Slix - giving Draggin Jeans a leather look



It was almost 150 years ago in 1871 when Jacob Davis first invented jeans, before he patented it with friend and business colleague Levi Strauss on May 20th 1873. Originally designed with miners and cowboys in mind, who would have thought they would become such an integral feature of the modern world? And then, so many years later, out of the ashes of Lee Jeans' Australian manufacturing arm came a whole new concept in motorcycle clothing. It was revolutionary for its time and offered a much higher level of protection, predominately designed with motorcyclists in mind.

They were of course the brain child of Grant Mackintosh and his then fledgling company, Draggin Jeans back in 1997, with the name Draggin serving two purposes; as tough as a Dragon's hide and the legendary Dragon's Tail, which is a stretch of road on the US 129 that features 318 curves in just 18km. Grant had high aspirations

to produce quality and world recognised protective gear, although not even he imagined his company would be where it is today, a market leader.

Now introducing a new article of clothing can be a very daunting procedure, whether you're a major clothing line or just a small company with big dreams. Although it's even more challenging if its protective clothing being designed, which of course incorporates levels of safety requirements as well.

You may be thinking this wouldn't have been difficult. Well, think again, because taking on such a monumental task isn't for the fainthearted, and takes a lot of dedication, disappointment, passion and tenacity. Yet if it's done right with the customer always at the forefront of consideration, it can definitely be achieved, which is why Draggin Jeans have not only stood the test of time, but still lead the way in innovative design and new products.

WORKSHOP FEATURE

DRAKKIN JEANS

Draggin Jeans won a fashion award for their ladies protective range in 2002



The denim is gone but the Kevlar lining remains...



Another important facet of running a successful business comes well after the introduction of a new market leading product. It may well be the first step of getting your brand out into the marketplace, but the biggest challenge is staying on top of your game over the years that follow. That's exactly what Draggin Jeans have done since they first introduced their Kevlar motorcycle jeans to the world. At first the jeans were lined with DuPont's revolutionary Kevlar, but in a knitted form rather than a woven form, as the woven form stood a higher chance of tearing, but the knitted fibre however was a little bulkier. Once the first prototype had been designed, Grant proved just how strong his jeans were by organising a test that you won't see many people do. He had himself dragged along behind a motorcycle at 100kph (not recommended for

re-enactment at home), and the result was dramatic! The entire video can be viewed on the internet, and what you'll see is absolutely no gravel rash on Grant's body whatsoever, despite the denim fabric being destroyed. By completing such a feat, he showed the world he had truly designed a fully protective motorcycle jean for riders. They also set a world record at Phillip Island with the first drag test in front of a live audience with a record breaking speed of 200km/hr.

But Grant and his company were not to rest on their laurels of being the creator of the first protective motorcycle jean, they wanted to improve the product wherever possible. Some experimentation took place and in 2009 the Kevlar fibre was added with Dyneema, the world's toughest fibre, almost doubling the strength of the Kevlar. This has seen them become the first company to pass the CE abrasion tests and burst tests for protective motorcycle clothing with some of their clothing meeting the strict level 2 and passing the 8 second barrier for abrasion. With all this said, it's no surprise that Draggin Jeans were recently chosen by DuPont Kevlar to be the world's first 'Preferred Licensee' in the motorcycle jeans category.

And since first debuting on the motorcycle scene in the late 1990s, Draggin Jeans' range of products has grown incredibly to now include jackets, Kevlar summer gloves, socks, and even their latest Kevlar Hoody. They were also the very first in the world to design a Kevlar shirt and have even recently branched out into protective clothing for cyclists. On top of that they also produce waterproof Draggin jeans and pants liners (known as K-Legs) just in case you've already got a pair of jeans that you just can't part with. And to meet the needs of the fashion conscious motorcycle rider, they're jeans are now available in a wide range of styles. This of course has led to several fashion awards, especially for the ladies jeans and clothing, and we all know there are a lot of female motorcyclists, who are often not catered for as much as the men when it comes to clothing.

Draggin jeans will definitely prevent this from happening to you!



K-socks are another great Draggin Jeans product



The Kevlar is behind the cooling lining

Of course jeans are still their bread and butter, which is why Draggin Jeans are always striving to discover new styles and designs. Although with this territory also comes a lot of other manufacturers trying to emulate their product, and along with it making false claims of using Kevlar as their protective layer. Well, as mentioned earlier, the simple fact of the matter is Draggin Jeans are the ONLY preferred licensee of DuPont Kevlar. To further this DuPont has even begun to issue notices to other manufacturers of protective clothing to prove that they are using genuine Kevlar and not just yellow fabric. No surprise to see most of them have now stopped using the Kevlar brand name on their products.

Something else you will notice about Draggin Jeans is the authentication tag on some of their products. With so many other companies trying to replicate their jeans, every pair of Draggin Classics now feature a tag which has an 'Izon Security' label fitted, and when scanned with a smartphone will direct you to a link certifying the security of the product and ensuring that it is made with DuPont Kevlar. Another example of the company standing behind its product.

I've personally been wearing Draggin Jeans for over a decade now, and have always liked the 'Classic' design, although after recently investing in a new pair from the 'Razzo' range, they're just as comfortable. And you just have to look around to see how popular the brand is, with many motorcyclists opting for Draggin Jeans. They really have become an integral part of a motorcyclists' gear behind a helmet, jacket and gloves. And with such a diverse range of gear available at Draggin Jeans, the best advice I have is to get on line and check out what you might be after, unless of course you don't want to be protected...

Vintage Draggin Jeans, the height of fashion for ladies in 2002.



Grant really putting his arse on the line for Draggin Jeans.



DRAGGIN'S TIMELINE



Definitely an award to be proud of...

1997	FIRST	DRAGGIN IS BORN WITH THE WORLD'S FIRST KEVLAR MOTORCYCLE JEANS.
	FIRST	DRAGGIN OFFERS THE FIRST MOTORCYCLE JEANS FOR WOMEN.
1999	FIRST	DRAG THE BOSS! DRAGGIN CEO, GRANT MACKINTOSH IS THE FIRST TO PUT HIS BUTT ON LINE TO SHOW HIS PRODUCT REALLY DOES WORK!
	FIRST	LET'S SET THE WORLD RECORD. THE FIRST DRAG TEST IN FRONT OF A LIVE AUDIENCE IS HELD AT PHILLIP ISLAND RACETRACK AT A RECORDING BREAKING 200KM/HR.
2000	FIRST	DRAGGIN WINS FRENCH MOTO MAGS GREEN HAT FOR ITS TECHNICAL PRODUCT.
2001	FIRST	DRAGGIN CREATES THE FIRST 100% KEVLAR SHIRT.
2001	FIRST	DRAGGIN DRY'S - THE FIRST WATERPROOF MOTORCYCLE JEANS.
2002	FIRST	DRAGGIN WINS THE INTERNATIONAL DESIGN AWARD FOR ITS STYLISH MONZA SUIT WHICH WAS CREATED BY A LOCAL FASHION DESIGNER.
2006	FIRST	DRAGGIN IS THE WINNER OF THE BEST TECHNICAL JEANS FROM MOTORRAD.
2007	FIRST	DRAGGIN INTRODUCES SEAMLESS MOTORCYCLE JEANS TO THE INDUSTRY WITH ITS NEXT GEN.
2009	FIRST	INTRODUCTION OF DYNEEMA™, THE WORLD'S STRONGEST FIBRE, INTO THE DRAGGIN PROTECTIVE LINING.
2010	FIRST	A WORLD FIRST – DRAGGIN ACHIEVES LEVEL 1 CE APPROVAL FOR ITS MOTORCYCLE JEANS – THE C-EVO, THE TECHNICALLY MOST ADVANCED JEANS IN THE WORLD.
	FIRST	FIRST RED DOT WINNER – A RED DOT IS AWARDED TO DRAGGIN FOR ITS PRODUCT DESIGN OF THE C-EVO.
	FIRST	DRAGGIN'S NOW FAMOUS MOTORCYCLE CLOTHING IS SHOWCASED ON FASHION TV ON FOXTEL WITH ZOE NAYLOR AND TOM REYNOLDS PRESENTING.
	FIRST	MINX 'PROTECT YOUR ASSETS' ADVERT GETS THE RIGHT KIND OF ATTENTION. QUICKLY BECOMES THE FASTEST SELLING WOMENS MOTORCYCLE JEANS.
	FIRST	DRAYKO, THE YOUNG DRAGON, IS LAUNCHED GIVING THE MOTORCYCLE RIDERS SOME EDGIER AND ON TREND DESIGNS TO RIDE IN.
2011	FIRST	DRAYKO DRIFT HITS THE SHELVES AND THE PHENOMENAL NEW JEANS CATCH DEALERS BY SURPRISE AS THEY OUTSELL ALL ANY OTHER JEANS AND SELL OUT WITH THE FIRST WEEKS OF THEIR LAUNCH.
2012	FIRST	DRAGGIN DEVELOPS ITS FIRST ROOMOTO™ LINING – IT'S TOUGHER THAN A ROO'S HIDE.
2013	FIRST	DRAGGIN AND DEAKIN UNIVERSITY PARTNER TO IMPROVE MOTORCYCLE SAFETY WITH THE DEVELOPMENT OF A WORLD LEADING MOTORCYCLE APPAREL TESTING LABORATORY.
	FIRST	DRAGGIN WINS THE INTERNATIONAL ARCH OF EUROPE AWARD.
2014	FIRST	AND IT IS ANOTHER WORLD FIRST FOR SAFETY WITH DRAGGIN GETTING CE APPROVED LEVEL 2 FOR ITS HOLESOT - GIVING RIDERS THE RACE-LEVEL SAFETY THEY DESERVE.
	FIRST	RED DOT WINNER! DRAGGIN IS AWARDED THE RED DOT AWARD FOR PRODUCT DESIGN OF ITS CE APPROVED LEVEL 2 HOLESOT.
	FIRST	HARLEY-DAVIDSON SOURCES ITS MOTORCYCLE JEANS FROM DRAGGIN.
	FIRST	DRAGGIN IS NAMED THE FIRST AND ONLY PREFERRED LICENCEE OF DUPONT™ KEVLAR®.
2015	FIRST	WATERPROOF RIDING GEAR CALLED HYDRO IS RELEASED BY DRAGGIN. IT PERFORMS 10 TIMES BETTER THAN DRIRIDER.
	FIRST	YOU WANT TO WEAR A HOODY ON THE YOUR BIKE? WELL NOW YOU CAN WITH DRAGGIN'S PROTECTIVE HOODY, THE ROO HOODY.
	FIRST	THE DRAGGIN HOLESOT IS NAMED FIRST PLACE FOR RIDING JEANS BY VISORDOWN, UK.
	FIRST	DRAYKO FRICTION CYCLEWEAR LAUNCHED.



drayko.com

IRAZZO

The latest denim for the bike and every occasion.

BIKE TEST

Aprilia Shiver Sport ABS



Feature by Miles Rangeley

FEEL THE SHIVER!

It may not have the prestige of some of their flagship models, but the Aprilia Shiver Sport is still one very enticing motorcycle...



I first rode an Aprilia Shiver about six years ago, and still remember being pleasantly surprised with its level of performance. So when I heard there was one available on the test bike fleet, it was a bike I wanted to ride, not only because I already had fond memories, but to also see just how noticeable the improvements were. Obviously the latest model would be infinitely different, but was it any better to ride and how far had the advancements come? That's what I intended on finding out.

Now although the Shiver may not be one of Aprilia's most popular models, there are quite a few proud owners who will beg to differ. I think the biggest point to be made about the new Shiver Sport is just how much fun a middle weight sports bike can be to ride. With so many high powered sports bikes available on the market these days, most wouldn't consider a 750cc motorcycle to be a large bike, but sometimes it's refreshing to ride a bike with a moderate capacity, proving you don't always need a screaming big engine to enjoy a good ride, which is exactly what you'll discover on the Shiver.

It's light, nimble and handles extremely well, and the power output from the 750cc fuel injected, liquid cooled engine featuring four valves per cylinder and dual overhead camshafts is smooth and precise, partly due to the fly-by-wire technology, which is fitted to most of Aprilia's models. With this comes the three different ride maps, Sport, Touring and Rain, which you might not think is necessary on a middle-weight naked, but nonetheless, it still is quite handy in different riding conditions. The Rain mode cuts the power to an even more manageable output, yet it isn't significant enough to compromise on too much performance.

A six speed gearbox and chain drive complete the drive train while the suspension is quite basic in that up front there are non-adjustable 43mm forks accompanied with the rear offset Sachs shock which only offers the choice of preload and rebound damping adjustment. Obviously this has helped Aprilia keep the costs down, and to be honest, it's still a quality set-up that will suffice for most riders, although for those who like to push it a little harder, they might find it slightly lacking.



BIKE TEST

Aprilia Shiver Sport ABS

The same can't be said for the brakes though, with the combination of dual 320mm rotors being pinched by radial four-piston calipers at the front and a 240mm rotor at the back with a single caliper. ABS is also standard on the Shiver. Let's just say that when the need arises, you'll have it stopping on a ten cent piece, and it doesn't take much force to activate the front brake lever either.

Unlike many other bikes of its class, the Shiver Sport uses a mix of a steel trellis and alloy frame, and with a weight of only 189kg (Dry), it's easy to maneuver around in the corners and with a comfortable upright riding position, it was more than enjoyable to ride over the two week test we had the bike. It's

great for around town, and would even handle a long trip away with more than enough room to attach some luggage. Fuel economy wasn't too bad, especially considering it only has a 15litre tank, which includes reserve. But the Shiver is quite economical and if you're not twisting the wrist too much, you'll easily get just shy of 300km out of a tank.

Personally I loved the Aprilia Shiver Sport, and yes, it was infinitely better to ride than the earlier model I rode years ago, especially for a bike that doesn't come with bells and whistles like some of its competitors. It doesn't need it! It's a motorcycle with enough performance for any enthusiast and will get you to where you want to go every time... ■

SHIVER SPORT 750 ABS

ENGINE TYPE

90° V TWIN, DOHC, 4 VALVES PER CYLINDER, LIQUID COOLED, 4 STROKE

CAPACITY

749.9CC

POWER

69KW (95HP)

TORQUE

81NM

GEAR BOX

6 SPEED TRANSMISSION

RIDER ASSIST

TWO CHANNEL CONTINENTAL ABS. 3 WAY ENGINE MAPPING

FRONT BRAKES

DUAL Ø 320MM ROTORS. 4 PISTON RADIAL CALIPERS. STAINLESS STEEL BRAIDED BRAKE LINES

REAR BRAKES

SINGLE Ø 240MM ROTOR. SINGLE PISTON CALIPER. STAINLESS STEEL BRAIDED BRAKE LINES

FRONT SUSPENSION

SACHS UPSIDE DOWN FORKS

REAR SUSPENSION

SACHS CANTER LEVER SHOCK, ADJUSTABLE SPRING PRELOAD AND REBOUND DAMPING

WHEELS

FRONT: 3.5 X 17" REAR: 6.0 X 17"

FRONT TYRE

120/70/ZR17

REAR TYRE

180/55/ZR17

DRY WEIGHT

189KG

SEAT HEIGHT

810MM

TANK CAPACITY

15L (INCLUDING 3L RESERVE)





Ph: 07 3869 3016 Fax: 07 3869 0704

Order online or call direct

Website: www.helperformance.com.au

Email: helperformance@bigpond.com

WE HAVE A LINE TO SUIT ANY CORNER



- For all Motorcycles and Car Applications
- **Dont put up with a spongy brake lever! Firm it up and reduce your stopping distance!**
- ALL OUR KITS and CUSTOM LINES are manufactured with a high grade Stainless Steel Braided Hose, Stainless Steel Banjo's and Stainless Steel Bolts with Copper Washers.
- **Add this simple upgrade to your braking system and feel the difference in your stopping power.**
- For all Road Riders, Track Riders, Cruiser Riders, & Dirt Riders.
- **All our lines are manufactured in Australia and comply with the Australian Standard ADR 42/04 SAA, SAE, BS, JIS, DIN, ISO, ECE, and FMVSS 106 Approvals and are labeled accordingly.**
- Covered With A Life Time Warranty
- **From \$69.95 per line Delivered**



HEL PERFORMANCE AUSTRALIA

120A HOSKINS STREET, SANDGATE, QLD 4017, AUSTRALIA
PO BOX 1078 NATHAN ST, BRIGHTON QLD 4017, AUSTRALIA

WHAT'S STOPPING YOU!



Avduro Pannierz

Expedition Pannierz have had a makeover for their tenth birthday.

While the architecture of the Pannierz hasn't changed, the way they secure to the support frames has. There are four added elements to achieve this. Take a closer look online.

**quality
motorcycle travel
equipment**

[facebook.com/andy.strapz](https://www.facebook.com/andy.strapz)

Visit our online store
or give us a call



If it wears the **Andy Strapz** brand, it's made to the highest standards here in Australia.

ANDYSTRAPZ.COM
(03) 9770 2207

TWO WHEELS SHED

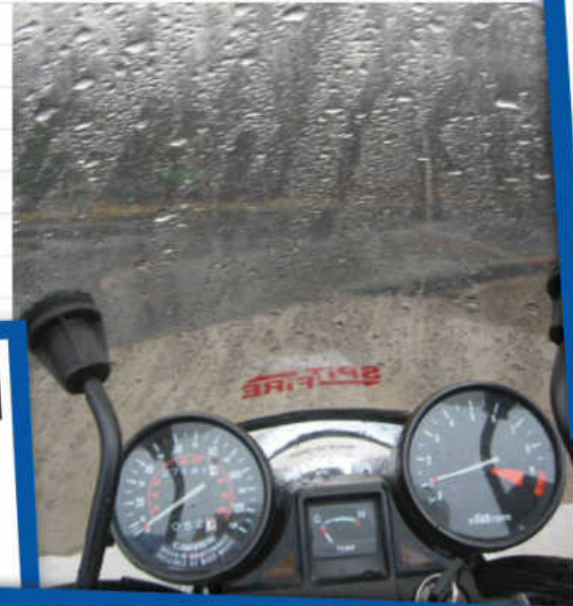
Feature by PAX

NOT DRY

Here's a few handy little tips to keep the cold out the next time you're covering the miles...

I'd ridden south east with clouds forming overhead and the rain started with a gentle mist. I mistook the clues and didn't bother donning the one piece rain suit, trusting that I already had adequate gear on for such weather. When it went from mist to deluge I was unprepared and now unwilling to stop. Another three hundred kilometres and I would be warm and hopefully able to dry out for a day. Six hundred and fifty kays later... Insert idiot here!

When you get so called waterproof clothing truly wet it takes a lot longer than a night in a motel to get it dry again. Indeed it took most of the rest of the week and three stops to get all but the gloves actually dry for the ride home, and we all know wet gloves suck. Yes, there are some truly magnificent sets of wet weather gear available out there, none of which I can afford. My gear is as good as it comes for the amount I have



Heated grips are a must when it's cold and miserable...



Packing your gear in plastic is a great idea to keep your clothes warm and dry.



Head in to one of our 60 stores nationwide or visit us online

UNITEDTOOLS.COM.AU





A heated vest like the Heat Demon pictured here can go a long way in making your ride a lot more comfortable.

had to spend, which is one ex of stuff all. Some lucky bastards out there can afford the best, and I saw at least one of them. He looked miserable too.

For the rest of us there are some basic tips that you can follow if your riding gear gets soaked, or how to have at least something warm to get changed into. Let's start at the extremities. Hands get cold even with gloves, as they are just too far from the core and the body doesn't accept that hands on handlebars are essential to life on a bike. Under gloves that are made of silk or the new thermo gear can be stashed in a pocket. Often they are too warm to use in dry weather in Oz but can make the difference if you have to stuff them into soaked gloves. Just one more layer can count.

Same goes for the toes. We used to use anything from second hand women's

tights or just another pair of dry socks. The old gag of a couple of bread bags wasn't a joke either. Either well treated leather or a synthetic boot works well enough if it's a shower or a storm, but concentrated wet weather will overcome both. Again you can get under-socks to retain a bit of warmth, and again they fit in a pocket.

The core is where it is at for true ability to withstand the wet. If you can keep the belly warm the body won't go into hypothermia. I've had that more times than I want to remember and no longer tolerate it for the supposed bragging rights. I use a set of thermals from a popular outdoor sports outlet for eighty bucks a set and if I could afford the wool version I would get it.



Even a simple solution can keep the wind and cold out.

The downside is that you need to keep the outer layers off when getting ready to ride for as long as possible to prevent sweating up and removing some of the advantage in the first place.

The head is often forgotten, as you would normally think that the helmet will suffice and my having one that lets in almost as much water as air, it simply isn't so. Thin polyester balaclava units are cheap for the reward. Silk is even better for those of you without pig's ears for a budget. If you wear glasses it can be a bit of a chore to find ones that don't fog up your specs before the visor does but it is worth it.



A little extra protection from the elements can keep your boots bone dry.

SALES

SERVICE

REPAIRS



DOWNLOAD THE FREE QR SCAN APP ONTO YOUR IPAD OR SMARTPHONE

JOIN OUR MAIL LIST AT UNITEDTOOLS.COM.AU OR SCAN THIS QR CODE TO ENTER YOUR DETAILS

TWO WHEELS SHED



There is some great gear available from some very reputable brands...



Even a little plastic over your gloves can be very beneficial...



So that is the basic set up, extremities and the core. Outer layers help withstand the worst and heated grips are a godsend, but on this ride I couldn't even tell they were on and without them it would have been a trip back to hypothermia before Canberra. So what next? Dry clothes, or at least under things are essential. The inventor of the sealable heavy duty plastic bag should have been awarded the Nobel Prize. A set of thermals, socks and a beanie can make life at least tolerable whilst you watch a heater dry the stuff you normally wear. When life on a bike means that the extra gear you take needs to be as small as possible, these things rock. Simply bundle it up in the baggie and kneel on it to squeeze out all the air. I can make three packets of these things fit in half of one saddle bag. Two will do for a big winter trip if you have a day to dry them every thousand kays or so.

Heated anything that can be wired to your bike makes Oz completely

coverable in winter, or summer down south with a cold front pushing through. Grips, seats and clothing are available. I just use grips but the day is coming when a heated vest will be on the birthday present list. Just remember that your bike needs to have an alternator that can give the output needed for the heated clothes (or charge the battery it comes with) or you face a flat battery in the long run. My bike has just enough extra, but I usually turn them off five to ten kays before the next town so the lower revving motor can cope with the load.

Lastly it is crucial that when you are very cold not to overdo the warming up part. Cold blood entering the core can kill you. Caffeine and alcohol are no-go areas. If in need a hot chocolate warmed up to just over tepid will add warmth, fat and protein which is what your body needs, say forty five seconds in the microwave. Or you could just read a weather map properly... ■

SALES

SERVICE

REPAIRS



DOWNLOAD THE FREE QR SCAN APP ONTO YOUR IPAD OR SMARTPHONE

JOIN OUR MAIL LIST AT UNITEDTOOLS.COM.AU OR SCAN THIS QR CODE TO ENTER YOUR DETAILS

60 STORES NATIONWIDE

Visit a store near you
or go online today



**UNITED
TOOLS**

HOME TO ALL THE BIGGEST TRADE BRANDS



UNITEDTOOLS.COM.AU



A stripped and matted monoshock version



The fairing was similar to the CB900F2 but very carefully designed to maintain airflow

It's been nearly 40 years since we first saw the Honda CBX1000, and today, they still have a way of igniting a motorcyclists passion...

THE GLADIATOR

Feature by Peter Cox

This is nuts! Or even, to reference the 'Dickie Roberts' movie, 'Nucking Futs!' It's getting on to 40 years since the first Honda CBX1000 popped into view but it is still as mad a motorcycle today as it was back then.

All those cylinders! All those exhaust headers! All those carburetors! Looking at this thing front on it's a wall of alloy, chrome pipes and a skinny wheel topped with a round headlight. Don't look down from the rider's position though, your eyes will be transfixed by the cylinder poking out each side of the broad fuel tank.

It's hard, from the vantage point of 2015, to imagine why this seemed like a good idea in the mid-seventies. But manufacturers need their flagship models to showcase their technical skills, to draw the media and public to their motor show stand and, most important, to one up the opposition. And, hopefully, having come to see the flagship you'll buy the cooking models that you can actually afford. In Australia, for example, Honda sold way more CB900F Bol d'Ors (roller doors) than CBX1000s.

It can't have helped that, by 1979, economies were in all sorts of strife due to the oil crisis, recession and general malaise. Malcolm Fraser, Jimmy Carter, Margaret Thatcher. Rod Stewart singing, "Do You Think I'm Sexy" in skin tight, leopard print spandex. Errrk!

None of this, however, tells us why Honda built the six cylinder, air-cooled monster. The interwebs suggest that, with a stable line-up of single cam fours and twins for a number of years Honda was boring. Safe, but boring. So it was time for a high performance, full out sports bike to show what Honda could do. And with years of experience building gorgeous, six cylinder race bikes for the 250 and 350 classes Honda sure knew how to do that.

Six cylinders, six carbs. Four valve, double overhead cam cylinders. It took everything Honda knew about developing lots of power in a four-stroke engine and put an engine giving more than 100hp on the street at 9000rpm. That's 78kW, give or take, depending on which claims you believe. Pump more air and fuel, get more power.

Given the vintage there is also an interesting set of features that foreshadow future developments. The cylinders are, for example, canted forward 33 degrees. Later bikes did this to move the centre of mass forward, closer to the front of the bike, and to give the fuel/air mix from the carbs a straighter run into the engine from an air box built into the fuel tank. For the CBX it's certainly true that a lot of weight got moved forward. But the main benefits were increasing rider legroom behind the wide block and improving the airflow over the top of the engine. It's dramatically different to the more upright Z1300 block and the Benelli Sei 750 and 900s.

There is also the matter of missing downtubes. For the CBX1000, the frame runs over the top of the engine from the steering head and down around the back of the engine to the swingarm. The engine hangs in the frame and most sources suggest it acts as a stressed member to give further frame rigidity. But, if you compare the CBX frame and engine castings to modern stressed member engine designs it's hard to be convinced that it adds as much strength as the bike needs. And history offers evidence, albeit extreme.

Have you been reading Two Wheels long enough to remember columnist and bike tester Kel Wearne? I remember the magazine publishing pictures of him getting a CBX1000 airborne over railway lines. How? Speed, and by using the road running up to the tracks as a launch ramp. And I don't mean a few centimetres off the ground, in my memory it was a metre or so. I can't find the pictures on the interwebs, but I did find interweb stories suggesting that the hard landings had bent the test CBX1000 frame enough to lengthen the wheelbase by centimetres. I choose to believe.

Whatever the result from stunt jumping, the lack of front downtubes does ensure that there is nothing to clutter up the frontal view of that awesome engine block. It also helps the plan to mount the engine well forward so it's a sensible engineering concept.

You can also see the thought that's gone into the sinuous plastic work that connects the carbs to the airbox without interfering with the rider's leg room. Honda are good at this - just look at the similar work on the CX line with its rotated heads bringing the carbs to the centre of the bike and out of the way compared to MotoGuzzi's twin carb design.

But outside the engine bay is where the oddities start to appear and you realise that virtually all the remarkable engineering is concentrated around the engine. In fact, if you cover the engine and look at the rest of the bike you'll see a very conventional design that could, by scale, be easily fitted up with a 750cc to 1000cc triple or four. The interwebs also suggest that it took Kawasaki five years to develop the Z1300 six, a more complex piece of liquid-cooled, shaft drive kit, while Honda took just two years to develop the CBX1000. Perhaps it's the development shortcuts involved in a sprint to market that built the flaws into the big six?

Like many big road burners over the years the CBX wasn't the king of the track. Suzuki's GS1000 generally did better, although the six did manage third in the Castrol Six Hour in 1978 behind Yamaha's XS1100 and a Ducati 900SS. I wish I could have seen that race. As a Queenslander I didn't see a Six Hour race until it turned up on ABC TV a couple of years later when Wayne Gardner and Andrew Johnson won on a CB1100R, hotly pursued by a GSX1100.

I've always had the idea that the CBX was also a bit fragile, although I can't see anyone on the interwebs who agrees. They can't all be fanbois. But I well remember a CBX1000, fitted up with a La Parisienne touring fairing, at an early 80's rally. The word 'BANG' was printed on labelling tape and stuck



The later, grand touring CBX in white

to the tacho. I wish I could remember at what revs. According to the owner, the 'BANG' label was applied after an expensive learning experience caused by an enthusiastic throttle hand and poor self-control.

My one ride on a CBX1000 was years after the model run ended when the bike was already getting retro cred. The bike in question had a six into six exhaust fitted without much muffling and the front end had been replaced with thick forks, a wider 18 inch wheel and better brakes. I only got to pootle around town a bit but was really surprised at how easy the bike was to ride compared with the massive, heavy Z1300 I'd ridden a couple of years earlier.

Yes, the CBX has a massive freakin' engine. And it weighed around 270kg ready to roll with a 20 litre, wide fuel tank perched high above the engine. But it was also well balanced, not too long and blessed with an incredibly smooth, torquey power plant. You'd need to ride a modern six like a Gold Wing, BMW or some of the smoother triples to get the idea. I don't remember any vibration worth mentioning, just the whiz and whir of cam chains and 24 valves banging away. While there were noise regulations when the CBX was developed they are nothing in comparison today and it's amazing how much engine noise you can hear without a water jacket and thicker, noise reducing engine castings.



Ventilated disks



An original, red CBX1000



The first model grand tourer with its tiny panniers

MODERN CLASSICS

HONDA CBX1000

The suspension, however, was more of an issue. The rear, dual FVQ shocks were tagged "Fade Very Quickly" for a reason. Criticism was universal and stayed that way for the years that Honda used that brand. Koni, Marzocchi and S&W did a brisk business. Up front . . . toothpicks for forks. They were 35mm, the size Honda used on bikes like the CB550 four and CB750 four single cam. You'd hope that the walls were thicker or they were made from stronger stuff but, alas, not so much.

Then, the brakes and tyres. The first model ran triple disks with dual piston brakes and had good ol' Comstar wheel in narrow 19 inch front and 18 inch rear. I have seen references that the CBX1000's Comstars

were the first, production rims suitable for tubeless tyres. Aftermarket fork braces, air caps and springs were the go up front, especially if you wanted to fit up a fairing.

So, great engine and flawed chassis. How many Japanese machines had that description up until the early eighties?

After just a couple of years on the market the CBX1000 had a major revamp that repositioned the bike completely. The front forks moved up to 39mm, thankfully, and the rear suspension changed to a Pro Link monoshock common by that time. But the bike now had a touring fairing fitted, panniers and had become a grand tourer. The raw top end was a

Not even a 20 litre tank can cover six cylinders



Single sided swing arm and incredible modifications on this sportified CBX1000



A wall of alloy and headers

little tamed, with the interwebs quoting about five horsepower dropping off but the bike also gained 20 to 25kg with the addition of touring kit. You hear people complaining as much today when a sports bike gets heavily detuned when it becomes a naked.

At least the brakes were upgraded, with the first ventilated disks anyone had seen on a motorcycle as well as four piston calipers up front. I thought that the fairing was excellent but the tiny panniers looked completely pointless.

Whatever flaws the CBX1000 had through its run there has been no shortage of passion for the bike. Specialist frame builders, like Egli and Nico Bakker, have built some awesome machines. Defying notions of fragility, there have also been plenty of turbo versions.

And, with that wall of alloy engine block and six headers, there is always a pipe bender with an artistic flair able to work magic. ■



The pristine silver CBX1000 - totally dominated by the engine block



An early version of a cafe'd CBX



Western Australia

3 - 12 September 2016

A truly unique adventure that will have you recounting stories to your friends adnauseum. Ride 3500+km, on an unmodified Honda CT110 from Perth through central WA and finish in Broome.

A serious adventure - remote country, small towns, bitumen, dirt, corrugations, and bulldust make this a great adventure. Not a race, nor a tour, it is a challenge and a whole lot of fun!

Register early! This is our most popular event.

\$5750 (AUD): Incl bike, accomm, meals, fuel, mechanics, spares, support vehicles.

www.postiebikechallenge.org Ph. +61 7 3264 7727

ASIAN EXPERIENCE MOTOR BIKE TOURS

AUSTRALIA'S 1ST AND PREMIER MOTOR BIKE TOUR OPERATOR
26 YEARS OF ORGANISING TOURS



- | | | | |
|--|------------------|-----------|------------------|
| • TIBET (Includes riding to the Mt. Everest Base Camp) | \$8590 - 20 Days | • NEPAL | \$7490 - 19 Days |
| • BHUTAN, NEPAL & INDIA (Visit 3 Countries) | \$8990 - 20 Days | • VIETNAM | \$6890 - 20 Days |
| • INDIA (Ride to the world's highest road) | \$8390 - 20 Days | • BALI | \$3990 - 16 Days |

INCLUDES: Airfares (Aust- Aust), Motorbikes, Accommodation, Support Vehicles, Sightseeing Tours and Transfers.

www.asianexperience.com.au

03 5989 2512

tours@asianexperience.com.au

ONTRACK
THE COX REPORT



Jonathan Rea and teammate Tom Sykes have had a great year!



REA

DELIVERS!

The 28th World Superbike Championship produced a new champion but not a surprise winner. The Jonny Rea story had been a long time in the making, with a change of machine being the key for 2015! And in the red corner, Ducati returned to winning ways after two empty seasons and facilitated a Troy Bayliss cameo appearance...

Jonathan Rea has carried high expectations since he finished second in the 2007 British Superbike Championship. Now, in his first year on a Kawasaki, he has delivered on that promise on the world stage.

Rea all but sealed the crown at Sepang, round ten of 13. That was August 2nd and would have been the earliest season decider in WSBK history. But a no-nonsense last-corner counter-move by Ducati's Chaz Davies denied Rea a race victory and kept the title 'alive' to the other side of the long WSBK summer break.

Rea closed dramatically on Davies in the closing laps of Sepang Race Two, wiping out a 1.2 second advantage going into the last lap to catch and pass the Welshman rider under brakes into Turn 15. Davies cut back inside and stood firm as the Ducati and Kawasaki traded paint one third of the way around the curve.

Who would have imaged this a few years ago, the closing stages of a race where a Kawasaki rider had measurably more grip than his Ducati-mounted rival? But Rea is ultra smooth and excels in tyre management.

Rea is the fifth Briton to win the World Superbike Championship and the first from Northern Ireland. Only the United States has more champions, with six. Kawasaki riders have now claimed two Superbike riders' championships in three years, building on Tom Sykes' 2013 crown. Add to that the close-run years when Tom Sykes lost by half a point to the Aprilia of Max Biaggi in 2012 and by six

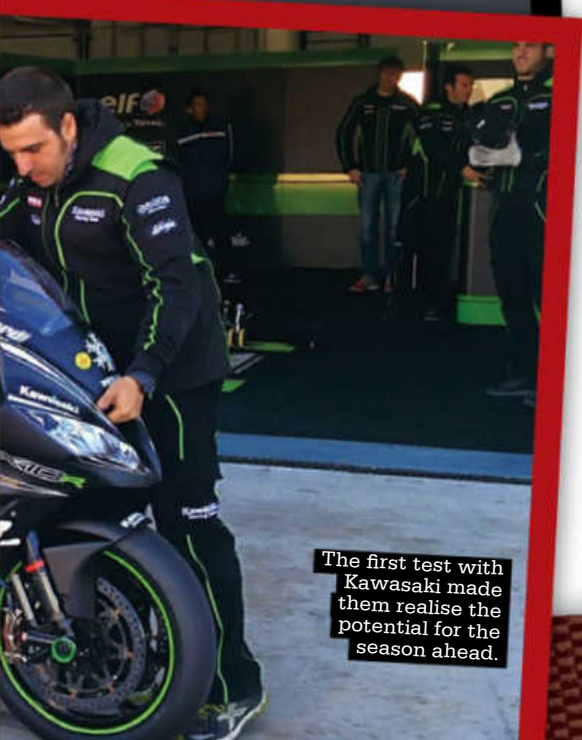
points, again to an Aprilia rider in Sylvain Guintoli, last year.

Season 2015 was new ground for everyone in WSBK, with new machine regulations lowering engine power and banning exotic cycle parts. There were several telling line-up revisions. Reigning world champion Guintoli and Leon Haslam effectively swapped places, the England-based Frenchman leaving Aprilia for Honda and Haslam going the other way. World Supersport champion Michael van der Mark was promoted to a 1000cm3 machine, the first time Ten Kate Honda (aka Pata Honda) had fielded a Dutchman in WSBK.

Meantime, Marco Melandri was reassigned from the Aprilia Superbike team, where he won six races in the back end of 2014, to its new MotoGP effort. The move failed. The former MotoGP winner seemed grossly unhappy being a development rider and was eventually replaced by Stefan Bradl.

Rea switched machine and teams, filling the seat previously held by France's Loris Baz and inheriting former Supersport hard charger Pere Riba as crew chief. He won his first start for his new team at Phillip Island, while Sykes had to fight to recover from being forced wide on the first racing corner of the year by van der Mark.

Rea versus Sykes soon became the main theme, with Rea usually having the better of Kawasaki's established star. Some pundits smiled that smile. Since 2009, Rea had outshone his various WSBK team mates every year.



The first test with Kawasaki made them realise the potential for the season ahead.

ONTRACK THE COX REPORT

Guintoli is now left Aprilia and is racing for Honda

Rea leading the way, like it has been for most of the 2015 season!

THE REA FILE

Jonathan Rea hails from the East Coast of Northern Ireland, born in Larne and growing up in nearby Ballyclare. He was a successful junior motocrosser, finishing second in a British title as a ten-year-old.

Like compatriot Jeremy McWilliams, he did not follow the path of many Ulstermen into public-road racing and, reportedly, had to be talked into tarmac circuit racing in 2004 by the Laverty brothers. These days, Rea is based in the Isle of Man (the tax rate is lower). He has an Australian wife Tatia, whom he met at Phillip Island, and a young son Jake.

Crew chief Pere Riba first and foremost values his professionalism. "I have known him for many years. When I raced in the UK for three years I knew him from the paddock and racing but when I first start to work with him I notice he is very professional and very focussed. As I said before he is not like me, he is really focussed and he knows what he wants, and what he wants is to win! He knows that to win he has to be professional, taking care of all the small details, taking care about his physical and psychological condition and focussed in one direction – to work to win."

For six seasons Rea had piloted a Honda FireBlade. Even with the Ten Kate squad preparing the bikes, the last few seasons have seen the CBR1000RR overshadowed in outright speed and hence losing time on circuits with longish straights. Racing and notching some victories on a machine considered 'slow' against its rivals can build skills and confidence. Conversely, trying to win on a machine that is not quite fast enough can put a rider in plaster. Rea seemed to find the right balance.

Good wages, stability of employment and the opportunity to race the Suzuka Eight-Hour (which he won) and briefly in MotoGP (subbing for an injured Dani Pedrosa) would explain Rea's loyalty to Honda. His career has also benefited from a long association with sponsor Red Bull, which in 2005 helped him break into the BSB series,

arguably the strongest national Superbike championship in the world.

In 2008 Rea went international, contesting the World Supersport Championship with Ten Kate Honda alongside Andrew Pitt. The Australian won the title, with Rea second. So Ryuichi Kiyonari in 2007 and Pitt in '08 were the last two team mates who finished ahead of J. Rea in a championship.

Rea's first 20 races of 2015 produced 20 podium finishes, the lowest being a pair of third places at Laguna Seca and the best being a dozen wins. Asked at Imola if he expected such a strong season opening, he was clear. "Yes. I knew from racing against the Kawasakis in the past that we would be strong, but never in my wildest dreams did I expect to be as strong as this. I want to make the most of it because one day I might wake up and not be on the podium."

Jonathan Rea on his CBR before he made the move to Kawasaki!



Jonny Rea has been a dominating force this season!

MECHANICAL FAILURE

Casey Stoner crashed out of this year's Suzuka Eight-Hour when the throttle cable of his factory Honda stuck with the throttles partially open. This was just 69 minutes into the race and early in Stoner's first riding stint.

He sustained a broken scapula and fractured tibia, and flew home for surgery. It was a shock ending to Stoner's comeback ride, his first attempt at a major endurance event and racing a production-based machine.

Australian riders have their share of machine breakages causing serious injury down through the years. In the following examples, we're talking world-championship-level racing and works bikes.

Harry Hinton Snr's international career ended at the 1951 Isle of Man TT when a rear suspension unit seized on his factory Norton and he crashed. Four years later Maurie Quincey crashed heavily in the Island when the connecting rod broke in a Norton team machine and locked up the engine.

Cut to the mid-1960s. Jack Ahearn nicknamed Suzuki's square-four 250 racer 'Whispering Death'. It threw him on his head and nearly killed him. His mate Jack Findlay suffered the most serious injuries of his 20-year GP career at Imola in 1977 when the magnesium rear wheel in his private Suzuki broke.

Gregg Hansford's motorcycle racing career was ruined in 1981 at Spa-Francorchamps when he arrived at a corner with inoperative front brakes on his works Kawasaki KR500. He should have been fine, there was a slip road. But an official had parked his car there.

Hansford broke his leg when he struck the car and had on-going problems with blood clots.

Daryl Beattie's GP career faded away in 1997 after a seized engine in his works Suzuki 500 caused him a serious head injury. As Beattie noted, these were violent seizures in which the top was torn off the piston.

However, the saddest story involves Bob Brown, one of the leading 500 GP private entrants of the late 1950s. Brown was recruited to the then fledgling Honda team at the 1960 IoM TT. He was recalled for the 1960 West German GP at Solitude, to ride a revamped four-cylinder 250.

According to Honda teammate Tom Phillis, Brown was touring back to the pits with a misfiring engine when it suddenly chimed on all four cylinders and threw him to the ground. He sustained a badly fractured skull and died in hospital before the day was over...



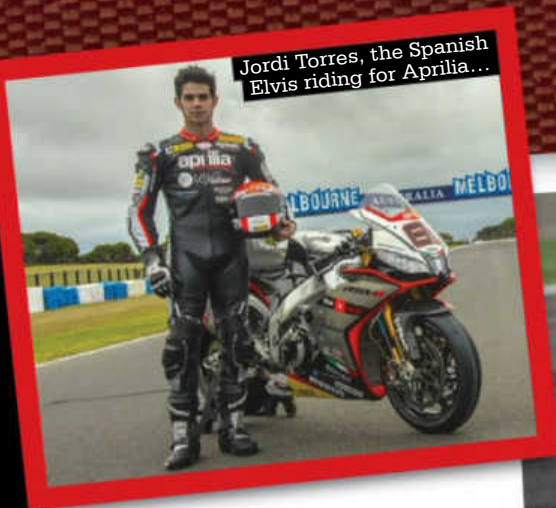
SIDELINES

The USA has produced six world Superbike champions, Fred Merkel, Doug Polen, Scott Russell, John Kocinski, Colin Edwards and Ben Spies. But it took until this year at Sepang for Patrick Jacobsen from New York State to become the first American race winner in Supersport. He did it on a Honda after a mid-season change of machine and team; with twice Supersport champion Andrew Pitt as his crew chief.

Toprak Razgatlioglu. It's a name destined to be mangled by race commentators, but they should have plenty of practice over the next few years. He was the find of this year's European Superstock 600 Championship, winning five rounds in succession to claim the title. Fellow Turk and multiple Supersport champion Kenan Sofuoglu is his manager.

An observation from Basque racer Efren Vazquez, the oldest rider in Moto3, on his teammate and multiple race winner Danny Kent: "All the time I'm looking on the TV and one rider goes away. And you think that is easier than fighting in the group, but for sure this is not easy."

Jonathan Rea has dominated in 2015 after joining the Kawasaki Team...



Jordi Torres, the Spanish Elvis riding for Aprilia...

However, Rea continued to take podiums and the season continued to entertain, providing closer racing than Rea's romping points lead might suggest. Rea, Sykes, Davies and Haslam did the winning, but we saw cameo appearances from former multiple champions Troy Bayliss and Max Biaggi and a new entertainer emerge in GP convert Jordi Torres, aka the Spanish Elvis, on an Aprilia. In the hard times column; Ducati's Davide Giugulano featured on the podium three times but also missed slabs of the season with a serious back injury.

That said, season 2015 marked a change of fortune for the Bologna factory. The team had not won a race for two years and there were long faces after the Thailand



Haslam went from Honda to Aprilia in 2015...

round. But a two-day test at Misano between rounds two and three found something, because in a stunning turn around Davies recorded the 1199 Panigale R's first WSBK victory at Aragon and took a double at Laguna Seca. Leon Haslam kept Aprilia on the winner's list and Alex Lowes made it to the champagne-spraying for Suzuki in Thailand. ■



A familiar sight this year in World Superbikes...





BLKGEN **The** **Function** **Side** **To** **Fashion**

The popular Draggin Next Gen is now available in Black. Visit your local store or dragginjeans.net.



1300 55 44 13





The largest range of veteran, vintage & classic motorcycle tyres in Australia

www.antiquetyres.com.au - info@antiquetyres.com.au

ON ANY SUNDAY

The stuff we do for fun





SEND YOUR HIGH-RES PICS TO OAS,

Two Wheels, 2 Stanley St,
Silverwater, NSW 2128, with a return
self-addressed envelope, or email
editorial@twowheels.com.au

MEMORY LANE
PHOTOS FROM THE
ARCHIVES

Don Vesco with his record
breaking streamliner...



Daryl White on his sidecar...
a study of concentration!



Len Atlee around
the Yamaha loop
at Oran Park...



Guglielmo Andreini grinds his
Maico through the mud...

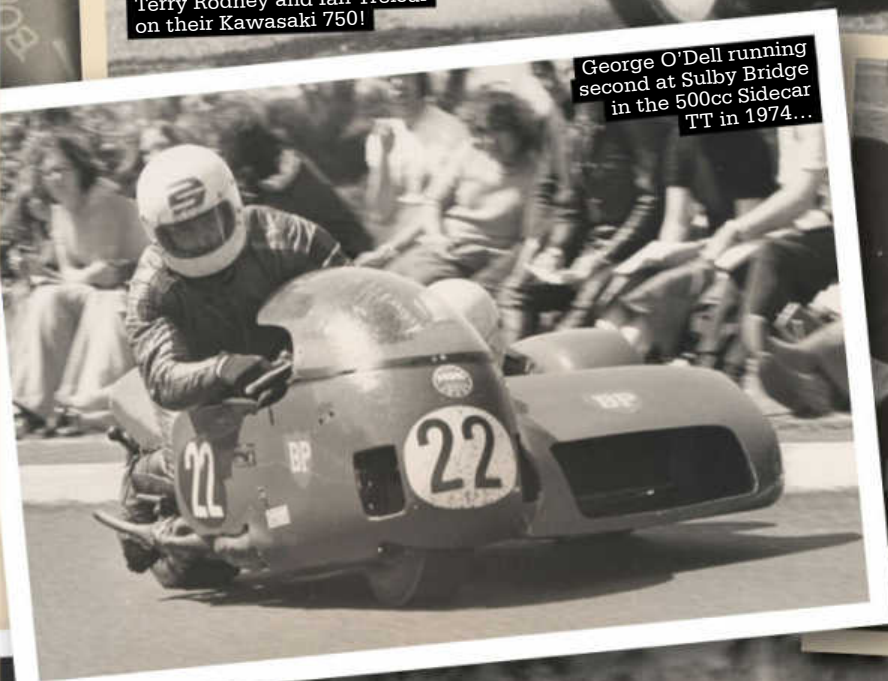


Antonio Vinci on his 750 Laverda
in September 1973





Terry Rodney and Ian Treloar
on their Kawasaki 750!



George O'Dell running
second at Sulby Bridge
in the 500cc Sidecar
TT in 1974...



Dennis Neill prepares for his
next race at Amaroo in 1976!



Flying high
at Bathurst
in 1974...

scooter

suzuki burgman 650



Feature by Steve Martin

THE ALL ROUNDER

I think everyone would benefit with a Burgman 650 in the garage...

I guess most people who have followed my career over time know of me as a commentator, who used to also do some racing and testing of some of the most powerful Superbikes in the world. I've pretty much stopped racing now but still do all the major launches of the latest superbike models and can still get my old knee down. On my day, I can honestly say that I'm one of the fastest journalists in Australia, but there is also another side to me, some may even say the dark side. This has a lot to do with the fact that I've done a fair few kilometers over the years on various

scooters, especially when I lived in Europe where scooters were a part of life. I used to go shopping on the scooter, run errands and even sightseeing. I remember when we went to Paris, we parked our motorhome, took the scooter off the back and went for ride, eventually parking our Gilera 180 at the foot of the Eiffel tower. We managed to do in two days in Paris what would normally take a week on foot or by public transport.

I used to love my Gilera, it sat on 140 to 150km/hr on the freeway no problem. In fact I liked it so much I bought one here in Australia. Needless to say my scooter





here is clogged up as it doesn't do more than 100 because as we know speed kills (here in Australia).

A lot of people might look at a 650 scooter and ask why? I was the same until I started to live like the Europeans and realised how much fun and how easy and useful they can be. So when I was given the opportunity to test the new Suzuki 650 Burgman, I was ready to go. The 650 Burgman is your Rolls Royce of scooters, it's swanky, classy and above all else, very comfortable. The main benefit of a scooter over a traditional motorcycle are weather protection, and of course storage. It's a work horse, but a work horse with a difference. I wouldn't hesitate to head off on a trip around Australia on one of any of the current crop of big scooters because of their versatility and reliability.

The Suzuki Burgman is a beautiful example of a scooter. Fitted with a 638cc liquid cooled twin engine it definitely doesn't struggle in the power department, with the added bonus of a power option button which works similar to the power button fitted to most automatic cars where instead of running at a low loping power it really does give the Burg some extra push. Not that it needs it though as I found most of the time I was in the ultra-comfortable cruise setting. The power button also gives you extra engine braking which is useful in steep downhills as it holds the gear and uses the compression of the engine to slow the scooter down rather than constantly dabbing the brakes. If you want more exercise though you can flick the auto mode into manual which gives you the advantage of holding a gear for any period of time. I liked the idea of having the options for different power maps but in reality this thing is the Bentley, the Statesman, and the Fairlane

of scooters. Of course though you would never race one (maybe the Bentley) and I found that once I got over the initial playing around which you always do in the initial stages of the test, I just left it in lope-along fuel economy mode. The dash has lots of useful information with the fuel gauge, clock and fuel economy indicator (swappable with outside temperature) and are all very easy to read.

The Burgman is quite big to look at, my son even mentioned it was the biggest scooter he had ever seen, bigger than most bikes for that matter, but you wouldn't know it when you're sitting on the girl. Center of gravity is low making it very easy to balance and at only a couple of kilometers an hour you don't feel the need to drag your feet for balance.

This is without doubt the most accommodating two wheel scooter I've ridden to date. The seat is uber comfortable and there is plenty of room to stretch your legs for any long-distance run. The storage under the seat is a phenomenal 50 litres in size, which is enough to put a couple of helmets and riding gear away easily. There is more convenient storage in the cock pit which could be handy for sunglasses, maps or even more groceries... anything really. There is also a power socket for charging various electrical items on the run like your phone or other devices which is more than handy.



scooter

scooter

suzuki burgman 650



The Burgman is also fitted with an adjustable height screen which for my liking could be taller. I know a screen is a personal thing with what a person prefers but I think I would like to see a taller screen to really take the wind away from your helmet. It also has a hand brake which is handy for parking on slopes, it can also work as a theft deterrent if some low-life tries to steal it and can't work out it's got a brake. Handling is fantastic. In the city the bike feels a bit wide to nip through the traffic but once you get used to it, lane filtering is no problem. On twisty roads the Burgman has very good handling capabilities and in my opinion up to a point can be scratched through the hills as good as most road bikes. The Suzuki comes fitted with ABS which works well, something I can

honestly say after a car pulled out directly in my path while I was day dreaming. The Bridgestone tyres worked well in the dry and wet conditions with reasonably good feel from the 120 aspect ratio front and the matching 160 rear.

I really enjoyed my time on the Burgman, which is certainly up there in the high class scooter ranks. If I could ask Suzuki for one thing though, it would be a reverse gear. Suzuki has reduced drag by 35 percent over the old model which helps when pushing it backwards but on something as luxurious as the Burg, you don't want to push. Apart from that the Burgman has what it takes to be a serious contender; its stylish lines, LED lights and comfort give it the appeal to match any scooter on the market... ■



scooteria

AUSTRALIA'S BIGGEST VESPA DEALER



TW58_08

SALES

SERVICE

SPAREPARTS

ACCESSORIES



Vespa

150 Parramatta Rd, Stanmore

Phone: 02 9557 8500

Email: scoot@scooteria.com.au

www.scooteria.com.au

JONESY

— WSFM's Brendan Jones
shares stories on life and
motorcycling...



LOVE HURTS

Sometimes it's just
too hard to keep a keen
motorcyclist down...

Once heard the statement, "You never feel more alive than you do on a motorcycle, because you're so close to death!" This statement always comes to mind whenever I hear that someone has had a prang on their bike. This particular time it was a mate of mine who came off on an isolated road in the middle of nowhere. He broke his back and fractured his pelvis. It's never something you want to hear, and if you're like me, sometimes it only takes hearing of an incident involving a motorcycle, even if you don't know them, to trigger a visceral reminder. It just has a way of taking your thoughts back to a recent prang.

My most recent prang was on a Triumph Rocket III, which I was reviewing for another magazine. I was on Captain Thunderbolts Way, somewhere between Walcha and Dungog, when things didn't

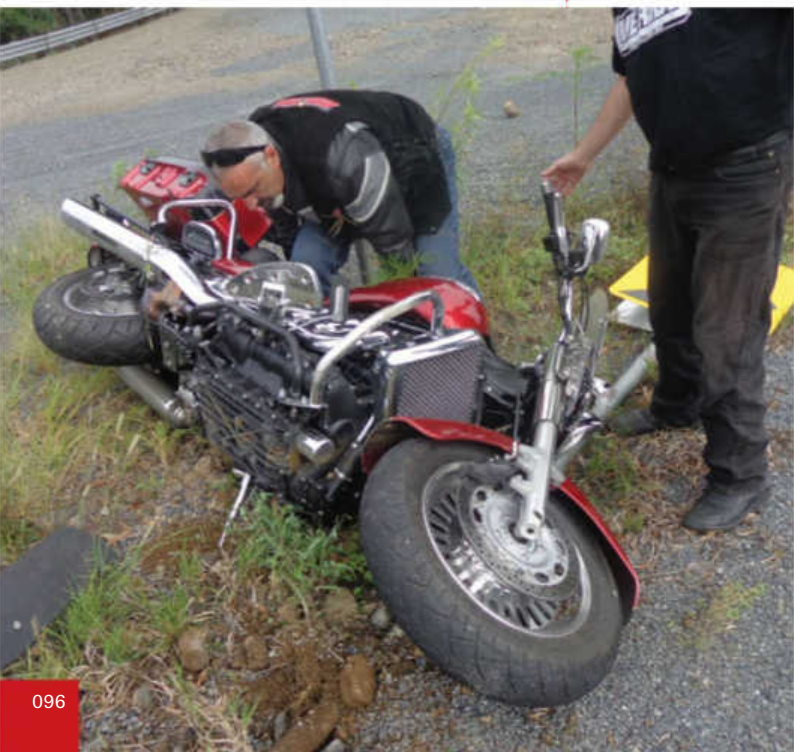
go to plan. I also broke my back, but not my pelvis, no, the wheel of injury chose my shoulder. But unfortunately this wasn't my first accident, it was my 11th involving a motorcycle, including the one where I got run over by a motorcycle when I was five years of age. Although I'm digressing, let me get back to me lying on the side of the road somewhere between Walcha and Dungog. There I was flat on my back listening to the conversations from the guys I was riding with. They were talking in hushed tones that weren't hushed enough for me to overhear, things like, "His shoulders rooted!" and "He may have even busted his back." "There's no mobile reception!" "We better not move him." "But he's near an ants nest!"

Being no stranger to accidents and as a way to distract myself from the reality that I may or may not have mixed my spleen in with my kidney, I started going through memories of motorcycle accidents past. My first motorcycle prang involved me being hit by one, a BMW in a back lane in Melbourne, the rider broke her leg and my head split open like a ripe melon. I remember my Dad putting his smoke down and walking calmly over switching off the bike and saying, "You alright mate?" Yeah sure Dad, but have you got a spare container to scoop up the insides of my head before they run down the drain? By the time I was 15 I would be hit by a car on three different occasions.

The first bike accident I had whilst riding was on my XL250, I was just starting to split lanes and learnt the valuable lesson that it's not good to go up the inside of

traffic in front of a driveway overtaking a panel van. No damage to me or the bike... just the garden I ended up in. Nothing changes when you have a bike accident, one minute you're up, next minute you're down, but it's in that fleeting moment of falling down that you realise how precarious the grip bikes have on the world really is. The Rocket III is a very stable motorcycle, weighing in at 400 kilos, maybe a bit more with a full tank of juice, but when you're up and going, it feels like nothing would throw it off balance, but chuck in a steep gradient, a steady stream of water coursing across the road leading into an off-camber corner with over an inch of road base on the surface, which for the record looks like normal road surface but would even make a rally car step out, and not even one of the sturdiest motorcycles on the road could stay in line. I'm not going to go into the other prangs, because quite frankly it frightens me, and most motorcyclists don't enjoy reading about prangs anyway. I'm also a little ashamed, especially that I pride myself on being a good and safe rider, so this latest one hasn't helped the anti-motorcycle lobby around me.

Suffice to say out of those accidents this is the third time where I've waited on the side of the road looking up at the sky until the familiar flash of the Ambulance comes into view. At this time I decide to give my mate with the busted pelvis a call, he's going to be okay and even mentions that he's looking forward to throwing the leg over the saddle again. I tell him, "You never feel more alive than you do on a motorcycle!" I keep the rest of that particular statement on the down low, it might be a bit too soon... ■



Australia's best "Bike Lifters"



The Cruiser Lifter \$299

- As used by Harley dealers
- Ideal for servicing & cleaning
- Foot operated hydraulic pump
- Heavy duty - lifts up to 500kg
- Lifts bike to 420mm high



The Air Lifter \$1299

- Perfect for home or workshop
- Air operated
- Easily lifts over 500kg
- Includes: - Front bench extension
- Front wheel clamp
- Service Jack



The Bike Lifter \$799

- Perfect for home or workshop
- Foot operated hydraulic pump
- Easily lifts 500kg
- Front wheel clamp
- Removable rear wheel panel

Warana
Imports

See our website for our full range of lifters and other accessories including the Service Jack (right) and Front Wheel Chock (far right).

Prices include GST. Freight extra.

www.waranaimports.com

Ph: 1300 76 55 39 * e: info@wanaimports.com



\$149

\$149



• **RAD HARD CHROMING** •
www.radhardchroming.com.au

MOTORCYCLE FORK RECHROMING, SERVICING & RESTORATION.

RHC is a one-stop-shop for motorcycle fork restoration. RHC can overhaul, service forks. Replacement springs. Rechrome rusted, worn, stone-chipped fork stanchions. Arrange for powdercoating, polishing or decorative chroming of lower fork sliders and triple clamps.

9 Dollis Street, Rocklea QLD 4106
07 3277 0412
e: contactus@radhardchroming.com.au

TW08_08

PRECISION SHIMS AUSTRALIA

A Manufacture of shims for the adjustment of Inlet & exhaust valve clearances.

RANGE OF SIZES AVAILABLE from 7.0mm – 40.0mm diameter

PRICED FROM \$5.50 EACH INC. GST.

Incremental steps of .02mm or .05mm available.
Kits available including .02 & .05 increments



PHONE OR FAX ORDERS TO:
Precision Shims

Tel: (03) 9723 0199 **Fax:** (03) 9723 2759

Email: chris@precisionshims.com.au

www.precisionshims.com.au

TW08_14

LETTERS Your thoughts
on life, the universe and
motorcycling.

CHAIN MAIL

BACK ON TRACK

I have to say it was a refreshing surprise to receive the last issue in the mail and see the increase in pages. It still could do with a few more, but at least there's more articles each month now to enjoy. Personally I think the magazine has been looking great lately, and I always enjoy the latest reviews on the bikes, although I don't think I'd ever sell my trusty old Suzuki Katana. I've had it for over twenty years now and it's still as enjoyable to ride now that I'm over 50 as it was when I was in my early thirties.

- Mark, Murray Bridge

(Glad you're enjoying the magazine Mark, and I know exactly what you mean about your Katana. I've got a good mate who has owned one for over ten years now and just like you, he loves it! - MR)

CUSTOM CREATIONS

Picking up last issue it was great to see the custom Hayabusa feature, simply because it's good to sometimes see the odd bike different to what we're used to seeing roll out of showrooms around the world. Although you'd have to be crazy to put a turbo on one of those, especially being one of the fastest production bikes in its time. Having said that, look at the new H2 Ninja



LETTER OF THE MONTH

Thanks to Scooteria, we've got a great woman's GoGo Gear jacket to giveaway each issue for the letter of the month. Scooteria is the only stockist to sell GoGo Gear jackets for women and have a wide range available at www.scooteria.com.au



which is supercharged, from the factory! Makes you start to wonder where it will all end? I think I'll just stay with my 2011 Fireblade, it may be four years old, but I just love the way it handles... especially up the old Pacific Highway!

- Ian, Mt Colah

(It is always good to see a custom bike that's been built well Ian, just like the Aprilia Tuono RSV4 Mille this issue... although it does take an understanding partner as well. - TW)

APRILIA RACING FEATURE

I thought I'd write in a letter to say how much I enjoyed the special racing feature on Aprilia a couple of issues ago. I've always been a one-eyed Aprilia fan, and they've often been overlooked when it comes to racing accolades over the years. That's why it was great to read the feature on just how much they have actually achieved, there was a lot of stuff in there that I didn't even know. I remember an old feature years ago in the Cox Report about Aprilia and how good they were in the early days of racing. But the latest feature was good to see just where they seem to be heading in the future, which seems to be positive. And I noticed KTM are entering into the 2016 of Moto GP... that'll be different!

- Scott, Brighton

(Thanks for the feedback Scott, and yes, the 2016 MotoGP season is looking very enticing. Obviously it will take KTM some time to adapt to the premier class, but it will be exciting to watch, and along with the extensive rule changes, it should be even more competitive. - TW)

STILL LEARNING

After reading the Cox Report in the October issue about the dramas Marq Marquez and Dani Pedrosa have been experiencing with the new Hondas, I couldn't help the need to express my opinion. I'm a mad Moto GP fan, and watching Marquez race every time is exciting, no doubt. But he needs to watch and learn from those around him. Sure he's one of the best riders to ever ride a motorcycle, but he's still got a lot to learn, and this was evident from the start of this very season where he binned it numerous times. If he just takes a chill pill, and learns to ride on the edge without riding over it, he'd enjoy much better results. Everyone knows how good he is, he proved that when he won ten straight in 2014, but he just needs to take a step back sometimes and ride with a little more patience.

- Johnathon, Geelong

(I totally agree with you in regards to learning from those around him, especially with the likes of seasoned veterans like Valentino Rossi and Jorge Lorenzo, but I do have to say that both Marc and Dani struggled with the new chassis as described in further detail in the Cox Report you referred to. Either way, he definitely knows how to thrill the fans... -TW)



SOMETHING TO SAY?

Chain Mail, Two Wheels, 2 Stanley Street, Silverwater, NSW 2128
or email info@twowheels.com.au Letters may be edited by the editor and will be discarded without a full return address.

Motorcycle Insurance Specialists

Made possible by 
QBE

RJAYS

FOR FURTHER INFORMATION AND FULL PRODUCT RANGE VISIT WWW.RJAYS.COM.AU



LONG COBRA CARBON II

BLACK, WHITE/BLACK, BLUE/WHITE/BLACK, RED/WHITE/BLACK, GREEN/WHITE/BLACK
MENS & LADIES - \$99.95 RRP INC. GST



SHORT COBRA CARBON II

BLACK, WHITE/BLACK
MENS - \$84.95 RRP INC. GST

PURSUIT III

BLACK
MENS - \$74.95 RRP INC. GST

BANDIT

BLACK
MENS - \$59.95 RRP INC. GST



CANYON

BLACK, WHITE/BLACK
MENS & LADIES - \$69.95 RRP INC. GST



JETSTREAM III

BLACK
MENS & LADIES - \$59.95 RRP INC. GST

Kicking goals for our customers every day

Call us for a quote
1800 24 34 64



Made possible by



Insurance is issued by QBE (Australia) Limited ABN 78 003 191 035. AFSL 239545. Normal acceptance criteria applies. To decide if a policy is right for you please carefully read the Product Disclosure Statement which is available at www.qbe.com.au or by phoning us on 1800 24 34 64.